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Why originality is so important

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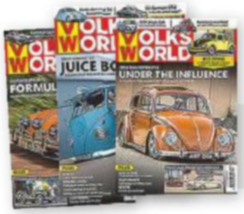

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WELCOME TO THE MAG

Here I am, writing these very words with just over a week to go before European Bug-In 6. The excitement in the office about heading over to Chimay once more is tempered by just one small problem, not a man amongst us can rustle up a single, solitary working VW. Yes, that's right, not one air-cooled Volkswagen owned by any of the magazine's staffers is legally, if not physically, able to turn a wheel.

There are four key members of the *VolksWorld* team and between us we own eight air-cooled Volkswagens that could feasibly be driven, if they weren't all in various states of disassembly. Some of them are closer to the road than others, but essentially, time is running out and there's only one vehicle looking likely to make it. And that currently has no brakes, or MoT, and the cab floor is holier than a nun's vest.

Oh, how we all raised our eyebrows when the other member of our travelling party said he was planning on driving his Oval. He just had to remove and re-fit the engine and gearbox to get to the bottom of an oil leak. "Yeah, that's going to happen" we all thought. But guess what? Yep, his car is ready and his ticket for the Chunnel is bought and paid for.

Am I worried? Not at all. Because it's always like this, isn't it? I can't recall a time when I've planned to go somewhere and either my own, or one of my intended travelling companion's cars, didn't look like spoiling play. My inherent faith in everything being alright in the end is always well founded, and being simple beasts, the cars are always fixed in time. It's all part of the adventure and at least it gives us all something to talk about. See you in Chimay. ■

James Peene
Group editor

Beetle owner wins £1,500 worth of parts

One lucky Volkswagen owner recently won over £1,500 worth of parts for his 1973 1303 Beetle, courtesy of GSF Car Parts, suppliers of car components and consumables.

The free parts include everything from pumps and pipes to brake and suspension components.

42-year-old wakeboarding coach, Kelvin Price from Swindon, entered the competition in the hope that he would get his Beetle back on the road for all of his family to enjoy, before passing it onto his two-year-old son, Hugo, when he's older.

Mr. Price said, "I've been buying bits for it from my local GSF store so it was fantastic news to find out that we had won. It's probably taken a couple of years off the project."

Paying in Form

CANCER RESEARCH UK

HSBC

JK donation

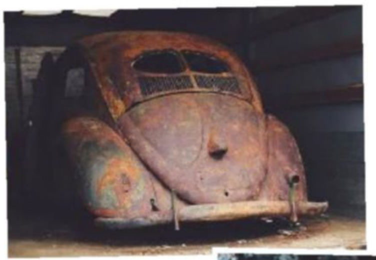
You might have heard about Just Kampers' annual open day, you may have been to one, but did you know that every penny they raise from selling camping plots, the donatations visitors make for the free teas and coffees and the collection buckets over the course of the weekend is then donated to charity? This year, JK raised an amazing £10,467.88, which has now been donated to Cancer Research UK. Fantastic work everyone!

Number 3!

In historic VW terms, this is about as big as news gets. The restoration of VW Type 60 No.3 has begun. This is the only surviving car of the 14 pre-series VWs built in 1939 by the Porsche factory, and is said to have been used by Dr. Porsche himself as a test vehicle.

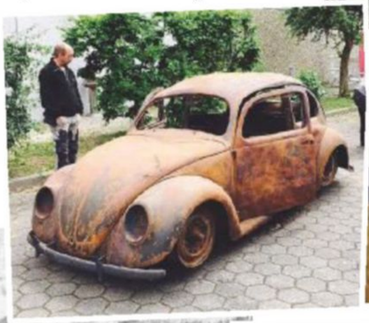
It is a known car, having been part of the private Raffay family automobile collection in Hamburg since the 1940s, but had not been seen in public since 1991. However, after sustaining heavy damage in a fire three years ago, it has come out of hiding and is now going to be restored back to its former glory by the Prototyp museum in Hamburg, with the help of Christian Grundmann of the Grundmann collection in Hessisch Oldendorf.

Trust us, this is definitely going to be one to watch as the restoration progresses.



< It may look beyond restoration but, with the right people involved, it's possible

There were only two Type 60s with chassis numbers lower than this, and they're both history



Yeah, yeah, yeah, you'd lacquer it, fit Fuchs and roll it as is. Only you won't as, thankfully, this piece of important VW history is in the right hands

The arduous testing prototype VWs like this Type 60 underwent paid dividends for all Beetle owners

3.
MILLION
RAFFAY & CO.

> In the Raffay collection since the 1940s, this is one seriously rare Split

Buying time

Mike discovers there is some value in process management

I have bought a new car. It's not a Volkswagen, so I won't say anything more than that here, but the relevance is in the process I went through that led to it arriving at chez Pye. So here's how it went down. About a year ago now, I decided to turn an idea from a long-held thought in the back of my mind into reality. The car I was after is a very popular model, built from the mid-'60s right up to the present day, so there are plenty around to choose from. A bit like a VW then. As with any car built over such a long period of time, model variations are numerous, so the first job was to nail down exactly which one I wanted. That was relatively easy. Then I could start my research. Many hours were whiled away perusing websites, forums, online catalogues, books and speaking with owners of actual cars I came across at shows.

With multiple different combinations available on even just the one year of car I was interested in, I started to write a list with, in order of importance, the options that added up to my perfect car. Again, pretty straightforward, though it took some time to work out whether all the things I wanted were ever actually available together. They were, but it narrowed the field down considerably. At least now though I could start looking for that car. I should point out that at this stage I gave no consideration to budget. In a year of reasonably earnest research, I found only one car that fitted the bill perfectly, but it was an old advert, and no longer for sale. It was clear I was going to have to broaden my criteria.

Though I've never been one for buying cars based on their colour, I had a very definite colour combination in mind, and a few I was not prepared to accept. That threw up one or two more suitable cars – actually for sale this time – which forced me to consider my budget, and set one. I had by now spoken to a few experts and / or dealers and concluded that the top end of my proposed budget was the bottom end of what I could expect to pay for a decent car. Not a good one, just an okay one. The trouble was I wanted a good one. Not necessarily a perfect one, but a good, honest, original one, with the right list of options, and colour.

It very quickly became clear there was a major discrepancy in what I wanted and what I could afford, so I had to start knocking things off the list, and making some honest decisions. With two little kids in my life now, useability was key, as were seat belts. I'm not in the market for another project, so the car had to be up and running. It also had to be here in the UK. I know how easy it is to buy a car in the States from eBay or similar, I've done it, and therefore I also know how much it costs, and the amount of work required, to turn that car – assuming the deal all goes smoothly and it is the car you hope it is when it turns up – into a car you can drive on British roads. More important to me than saving a bit of money was to be able to inspect a potential purchase properly, drive it and make sure it was for me before I parted with any cash.

> “There was a major discrepancy in what I wanted and what I could afford”

What do you think?

Do you agree with the ex-ginger Oracle, or do you think he's talking twaddle? Join the debate by emailing us at volksworld@timeinc.com

Let's face it, everyone wants the most desirable model but, when the chips are down, it might not be the right model for you

Out of the blue

When it really came down to it, body style was more important to me than exact year, originality was more important to me than colour, and immediate useability was more important than anything. The one thing I refused to compromise on was engine configuration. Even my strong desire for a manual car I was prepared to forego if the right car came along that ticked enough of the other boxes. And sure enough, out of the blue, something did. I then had to make an honest pros and cons list and, when the pros came out longer than the cons, I went to see it a second time, inspected it (with the invaluable assistance of art ed Steve), drove it, liked it and bought it. If I compare it to my original dream list, it's a different car entirely, but it ticks the all-important (to me) body style, engine configuration, originality, known history, unrestored, rust-free and immediately useable boxes. Best of all, it came in at just 75% of my budget and (for now at least) doesn't need any money spending on it. It's a very different beast to the car I initially set out to buy, but where that car was a pipe dream, this one is reality, and I've driven it every day since I bought it.

So, my words of wisdom for this month are simple. If you're in the market for a new VW, go through the same process I did. If that means you end up with a '74 Microbus when what you thought you wanted was a '60 Samba then embrace it as it means you've bought the right Bus for you. If you followed the same honest, logical process I did, you will be out with the family this weekend in your new Bus, you won't have re-mortgaged your house to own it and you won't, a year from now, be in tears in the garage looking at the rusty hulk of a Bus that is still nowhere near a useable vehicle. Sure, you'll get more 'props' on the forums for your vintage Samba, but ask yourself, who are you doing this for – them? Or you? ■

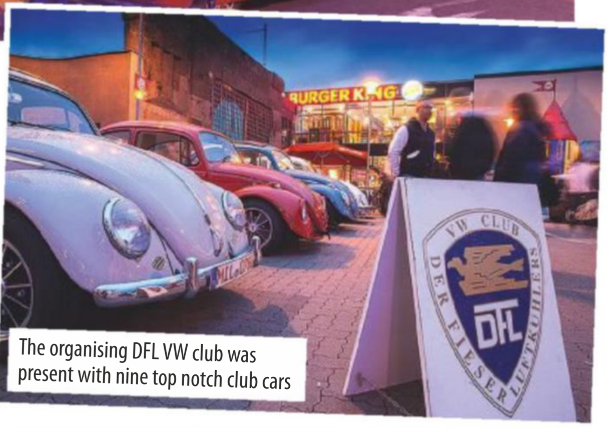
BURGER KING
CHICKEN FRIES

There is no better way to spend the night before the Mai-Käfer-Treffen than at the Burger King in Laatzen

Warm-up night

While the Mai-Käfer-Treffen kicks off the German air-cooled season, the cruise night on the evening before is the unofficial opener

Words and photos Georg Otto



The organising DFL VW club was present with nine top notch club cars

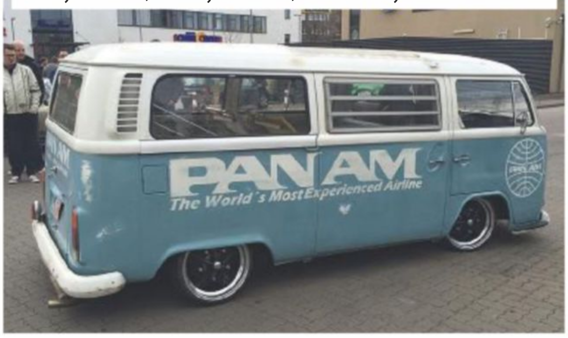
Since 2002, the DFL VW Club has been organising the May Cruise Madness (MCM for short). This cruise night takes place at the Burger King in the city of Laatzen on April 30, the evening before the nearby Mai-Käfer-Treffen (see pages 72-75). The intention of this cruise night was to make Germany's biggest air-cooled VW show even more attractive, especially for foreign participants. The plan worked too, because the number of Danish, Belgian and Dutch cars present has risen considerably since. 13 years later, MCM is a show in itself and true madness, as the car park around the fast food restaurant is designed for 200 vehicles, but usually around 400 cars show up!

> “The car park is designed for 200 vehicles, but around 400 cars show up!”

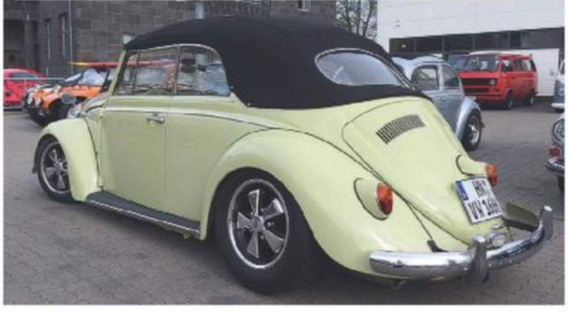
The official start is 6.59pm, but participants keen to one of the best parking spots arrive as early as 2pm. You can drive through the rows of Buses, Beetles, Ghias and Type 3s until around 8pm, but after that there is no getting through. If you are blocked in, prepare to wait until around 10.30pm, when the cruisers starts to head for home.

This year's weather proved to be rather chilly, but that didn't stop the VW fans from coming, and the place was packed by around 8.30pm with some amazing cars. Among our favourites this year were Otto Richelmann's innocent looking Late Bay on steel wheels, which had a 3.0-litre 911 SC lump out back, Paul Bartram's '67 patina Bay on 3-piece BBS wheels and Emanuel Jeckel's slammed 1500S Notchback, which you can read about on pages 40-45 of this issue. This year, the DFL Car of the Night award – a nicely designed flywheel – went to Luc Cuyvers and his beautiful 1966 Split Screen Deluxe. As Luc stated, “It truly was a night to remember.” And we can't disagree! ■

'72 Bay with fake, but very well done, Pan Am livery on 17-inch Randars



Have you ever seen Australian / Italian 1960-only 50/50 tail lights?



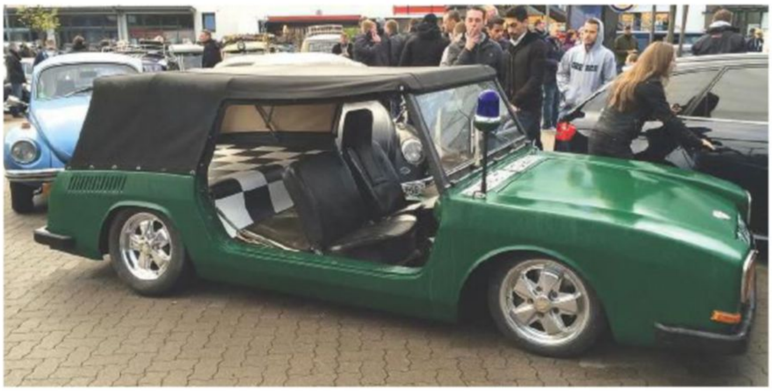
EVENTS AND CLUBS

Let us know about your VW event or club – email volksworld@timeinc.com

The May Cruise Madness attracts vintage cars too, like this beautiful '49 Standard Split

Beautiful patina and genuine 3-piece BBS make Paul 'slarti' Bartram's Bay Window special

Strange homemade vehicle on Type 3 chassis with alleged but very implausible Karmann past



8 and 9 x 18-inch Lensos look perfect on this German Looker with stonking 2.8 Type 4 power

This Oval with copper-coated wheels, bumpers and engine tin has been created by Jürgen 'copa' Cabanas

Thomas Schuster's Late Looker featuring detailed Pedrinis and a 1641cc Type 1 motor

EVENT LIST

Dubs at the hall
When: 3-5 July
Where: Holt hall, Holt, Norfolk
Web: www.dubsatthehall.co.uk

Rad Sunday 7
When: 5 July
Where: Southend
Web: facebook.com/events/1432256487067744

VolkStock VW Festival
When: 10-13 July
Where: Stoneleigh Park, Warwickshire
Web: www.volkstock.co.uk

Dorset Volksfest
When: 10-12 July
Where: Wareham
Web: www.dorsetvolksfest.co.uk

Volkspower
When: 10-12 July
Where: Redcar Rugby Club
Web: www.volkspower.co.uk

Dubdayz Summerfest
When: 10-13 July
Where: Nottingham. NG16 3JE
Web: www.dubdayz.com

Old Friends Aircooled Only show
When: 11-12 July
Where: Frogwell Chippenham Wilts
Web: ouroldfriends.co.uk

Bundle o` Dubz
When: 11-12 July
Where: Braintree
Web: facebook.com/events/831237746898670

Bug Jam
When: 17-19 July
Where: Santa Pod
Webwww.bugjam.com

DubsattheCastle
When: 17-19 July
Where: Southwales
Web: www.dubsatthecastle.co.uk

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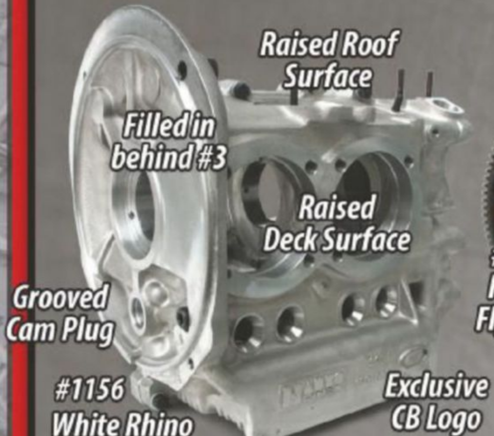
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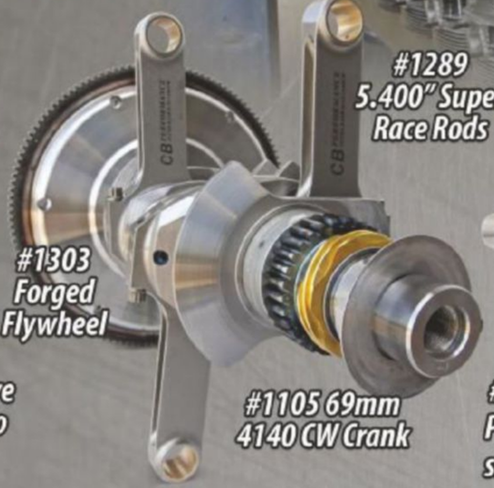
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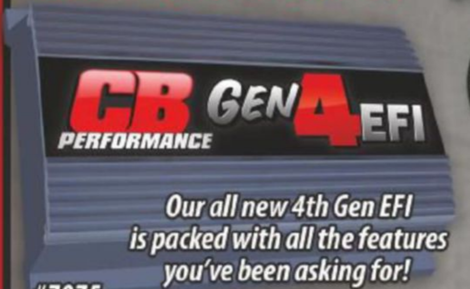
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> On the pulley

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With this neat new tool from Butty's Bits, you no longer need to wedge a screwdriver down the back of your alternator or dynamo pulley and risk damaging it in order to remove the top pulley nut, as it allows you to hold the pulley still with one hand, while you loosen the nut with a tool in your other hand. Like all the best ideas, it's simple, making you wonder why no one has thought of it before. According to Butty, it fits most 6V and 12V VW pulleys. Buy one for your tool box

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>v Fuel for thought

From: **www.machine7.com**
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Do we really need to tell any VW owner the importance of checking their fuel lines? Especially as old-style cloth braided hose isn't compatible with modern fuels, so becomes brittle and splits. Machine 7 sell high spec rubber replacement by the metre, as well as nice clips to hold it all in situ and sensible, metal-bodied fuel filters, too

^ Bright spark

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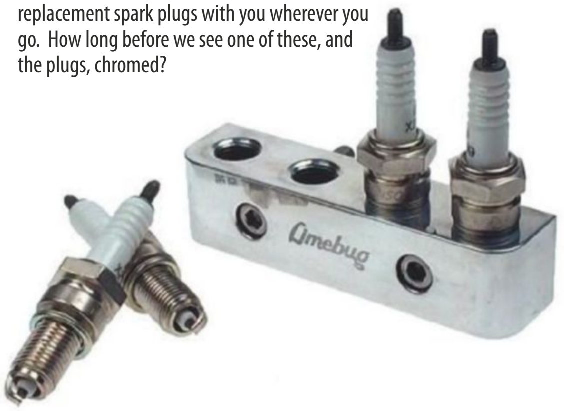
v Plugged in

From: **www.limebug.com** **Price:** **£14.99**

Limebug have just released this new product, designed to be bolted to the fan shroud in your VW. It's polished (but could be painted if you prefer the more stealth look) and holds four replacement spark plugs, should you feel the need to carry four replacement spark plugs with you wherever you go. How long before we see one of these, and the plugs, chromed?



< Nut job

From: **www.justkampers.com** **Price:** **£15.95**

A 46mm socket is an essential addition to your tool kit if you own a Bus as you can't loosen your rear hub nuts without one. It fits the daddy of all nuts on Split Buses from 1964 to 1967, and on Bay Windows from 1967 to 1979. It's a ¾-inch fit, so you'll need an appropriate sized breaker bar to drive it. Naturally, Just Kampers sell one of those, too (£34.95)

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LETTERS

Share your views on the VW scene – email volksworld@timeinc.com

Letter of the month

NOS Ghia panels are still out there, just be prepaired to pay the price!

On a wing and a prayer

Eric Bouillac, France

Hello *VolksWorld*, I'm looking for replacement Karmann Gghia wings and somebody sent me some old pictures of a copy of *VolksWorld*. I couldn't read the text, but now I'm looking for the original pages (maybe from 2006). Can you help me? Thank you

Hi Eric, good luck finding a replacement wing for your Ghia. To the best of our knowledge there is no one replicating these, so your best bet is to try and track down an NOS one if possible as these do come up from time to time, but you're likely to be looking at spending the best part of £1,000. Or, buy a body cut from the States. Speak to one of the big import companies like FBI VW or Kieft en Klok about that. Good luck with your search. As for the issue of VolksWorld you want, it's hard for us to see when it was in the mag from the picture, but looks like it was a long time ago. We had a look through 2006 and didn't find it in our archive, if you can give us more details or a specific year (for definite) we can have another look for you. - JP

Fancy threads

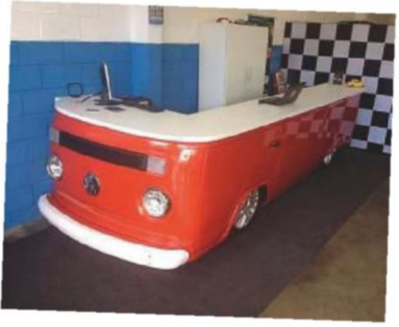
Sean Phillips, via email

Hi *VolksWorld*, this is not strictly a VW question but I've volunteered to use my 1300 Beetle as the wedding car for a friend. They've requested a classic British vintage theme, but not being a fashionista and with a clothing range not extending past flip flops and a hoody, I'm stumped! Do you have any ideas to suit the period?

Hi Sean, at last, someone asking me for fashion advice! According to the Chap Manifesto you can't go wrong with a bit of tweed. Nothing says Englishman like a good spot of Harris tweed, as you'll no doubt have spotted if you've ever been to a show like The Goodwood Revival. When it comes to classic British and VW the only thing we can think of that straddles those two genres would be to wind the clock back to the early 90s. We're talking the glory days of Bug Jam, Billa Bug and rad shorts. How's that for a wedding theme? Just tell your friend's it was all your own idea. - JP

Shop 'til you chop

Jon (afraid to leave my name in case the wife beats me), via email



Hello *VolksWorld*, according to my wife I don't spend any quality time with her, instead spending Saturday with my mates doing all things VW. She says "Just once I'd like you to spend a Saturday with me doing what I enjoy, shopping and then we could grab lunch and chat". To me that's hell on earth as a Saturday on the high street would fry my brain, but I saw this on thesamba recently and thought to myself, if the shops on the high street had checkouts like this I'd consider spending a few hours at least carrying her shopping!

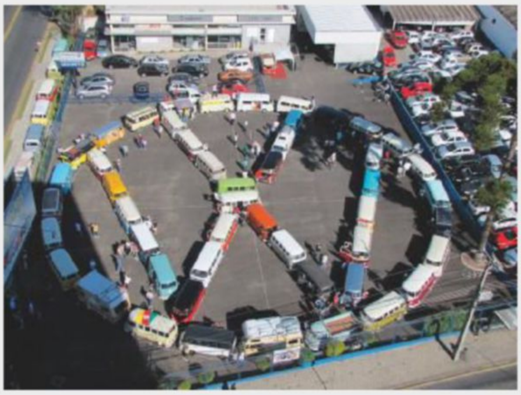
Love the magazine every month and hope to have my Bug finished this summer so keep a space in Readers' Rides free for the best looking '69 Beetle in the UK. Fact!

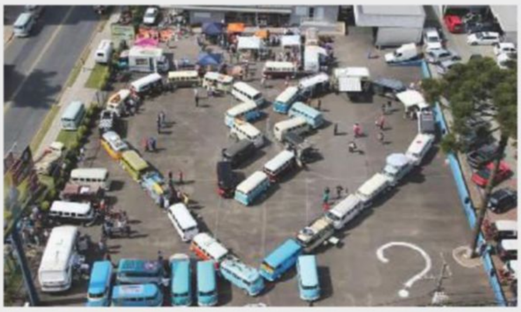
Hi Jon, forget about having that as a checkout in a shop, I want that as my breakfast counter. It's very cool although we suspect the shipping may make it a smidge expensive by the time it arrived here. Would you clear it as furniture or spare parts? Consider a space held for your Beetle Jon. We're looking forward to seeing it. - COT

Sweet, sweet mosaics

Rebuli Hug, Brazil

Hello *VolksWorld*, my name is Rebuli and I am from Brazil. I would like to share my art with you. I call it "Mosaic giants with old VW" and I've been making them here in Brazil for the last six years now. Thank you for your attention and for helping keep our passion for old Volswagens alive.





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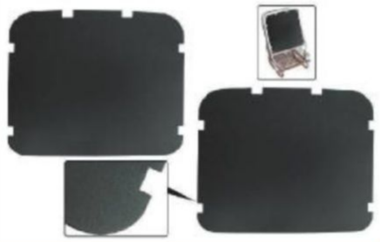
# 3161

Front Seat Paperboards

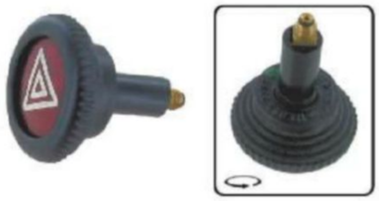
VW installed back foundations into the front seats back rest to strengthen the seats. New from Paruzzi.



# 4155

Knob Hazard Light Switch

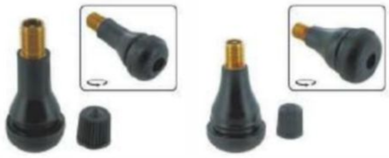
This knob has the form factor that Volkswagen used for the 1970 and later models. Delivered including the 12 volt light bulb.



4498

Standard Valve Stems

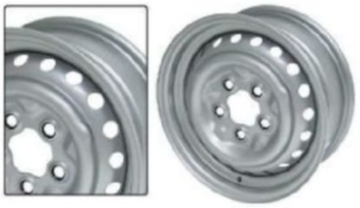
Already available for a long time in chrome finish as [# 2590](# 2590), today we announce the genuine valve stems to restore your classic to original specs.



# 22534

Standard VW Transporter Wheel

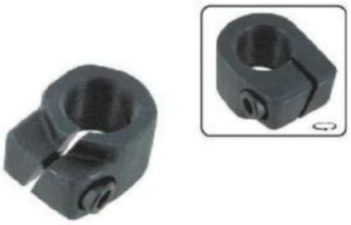
Standard grey finish wheels for all VW models are available in our webstore, now we also have the 5 x 112 wheels for the late Bay Window and T25.



# 23295

Spindle Clamping Nut

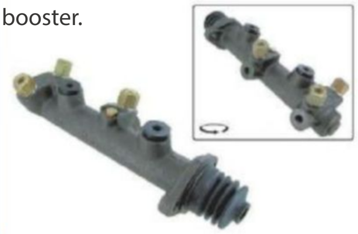
These nuts are used to secure the disc brakes or brake drums to the wheel hubs, they are also used as adjustment nut for the bearings.



# 21202

Master Brake Cylinder

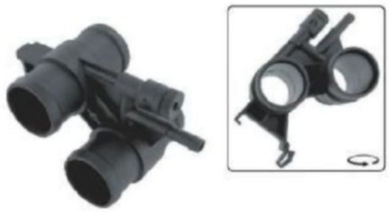
As an alternative for the A-quality Até master brake cylinder, this B-quality product fits the Bay Window from 8/1967 until 7/1969 without brake booster.



# 72141

Breather Valve

For the Vanagon (T25) with1900 cc WBX engine, this breather valve is installed on the hose that runs between the radiator and the thermostat.



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Our new technical digital publication is available on www.VWebmag.eu in 3 languages (English-Dutch-French).

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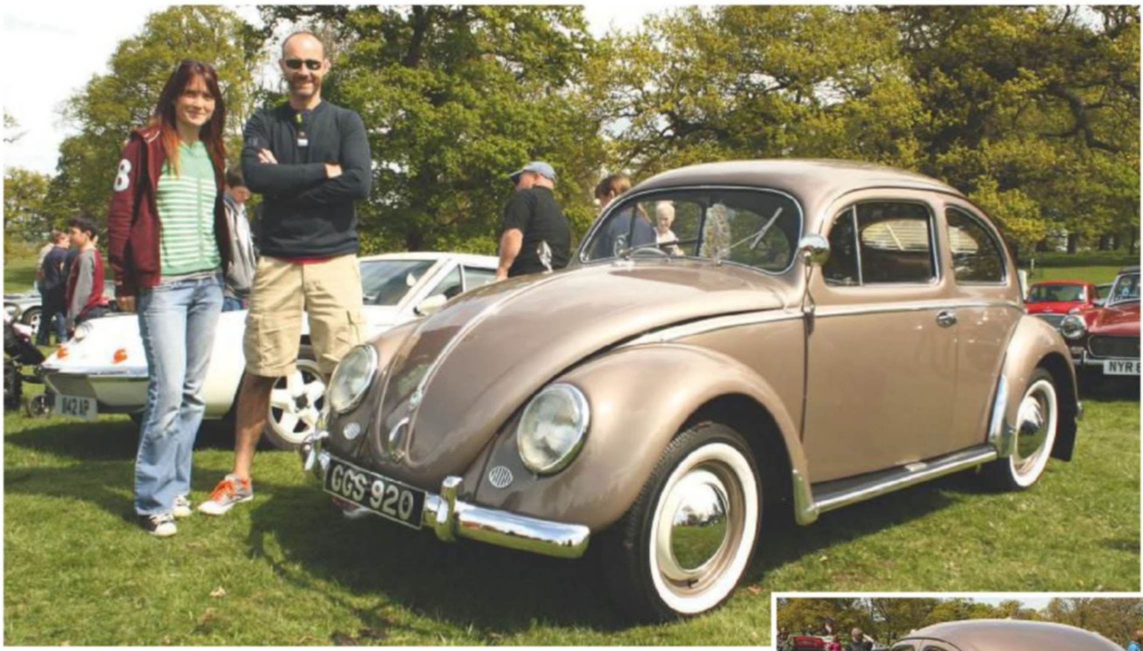
Car of the month



You would be pleased if you'd had this beauty in your garage for the last 25 years, too. Something tells us this one is not about to be sold on to make a quick buck or two

Aah, the glorious lines of an Oval Window. In pure design terms, no other VW can beat it

Jo and Kelly Gardner, 1955 Oval

Jo and Kelly Oval Window Beetle has been in their ownership for almost 25 years now. They have done some research on the car and found it had been imported into the UK, and sold new by a garage in Perth, Scotland. Over the years, geographically it has gradually moved south with a number of different owners, finally finishing up in Enfield, Middlesex, from where Jo and Kelly purchased it.

"We've completed much work to the car over the years, including a full repaint in the original colour of Ultramaroon [L276], which is a really beautiful and eye-catching metallic," says Jo. "From what I understand, it was a one-year-only colour for 1955. The car is still powered by the original, factory-fitted 1200cc engine, which hasn't been modified in any way, we've simply replaced parts as necessary over the years, and that included fitting a restored old-style carburettor."

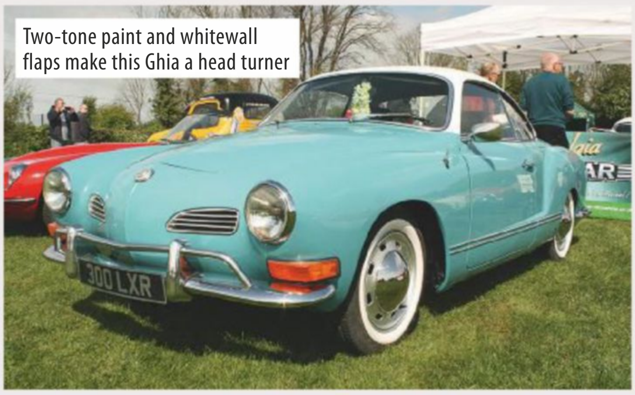
> "Geographically, it has generally moved south"

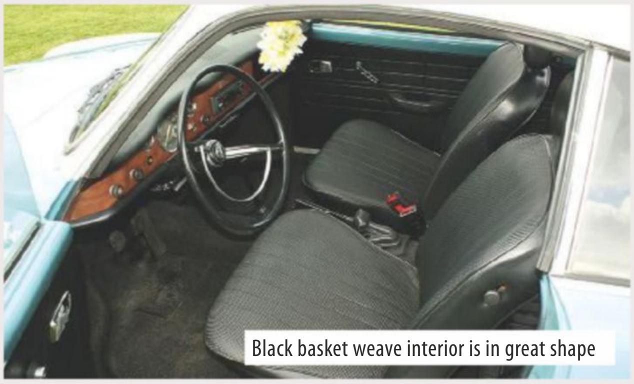
The Beetle's interior features original beige leatherette seat trim and door cards, though the carpets have been replaced as they were beginning to get a little threadbare in places just through the years of regular wear and tear. Lastly, around 12 years ago a new headlining was required, which was fitted by Bernard Newbury in Leigh On Sea.

"We try to enjoy driving the car as much as possible during the summer and autumn, and it's garaged for pretty much most of the winter, other than bringing it out on dry sunny days," says Jo. ■

Give it the Instagram treatment and this pic ould have ben taken in the 1950s. The interior looks like new, and the accessories are all period perfect

Though the factory 1500 is the best engine for sprightly driving, for dependability and relaxed cruising, you can't beat a good 30 horse


Two-tone paint and whitewall flaps make this Ghia a head turner


Black basket weave interior is in great shape

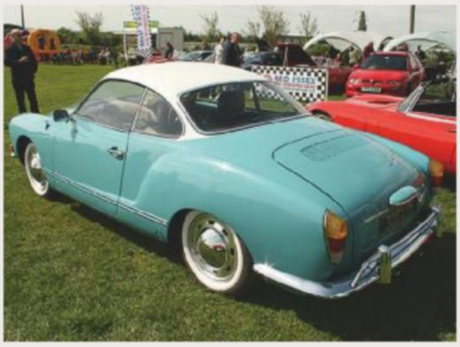
Jane Bussell, '70 Karmann Ghia

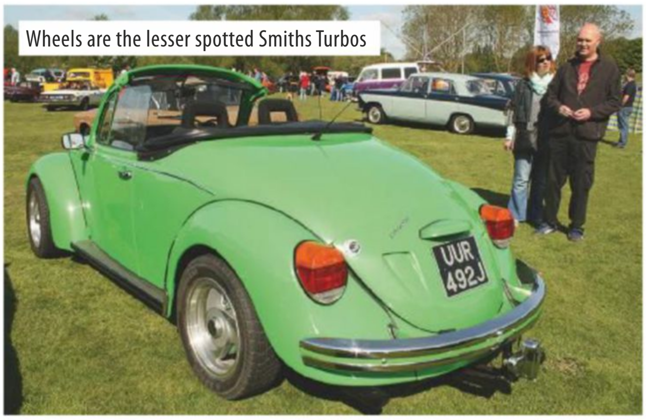
In September 2014, Tim Bussell gave his wife, Jane, a 1970 Karmann Ghia coupé for her 50th birthday, as it was a car she had always admired at car shows, easily falling for its elegant flowing lines. "The only problem was that I presented her with the car in its unrestored condition. It wasn't a pretty sight at all, and she wasn't very happy," winced Tim. "I needed to remedy the situation quickly, so had the car restored over the following winter."

Tim had found the Ghia for sale in Nottingham, so went to view it. The previous owner of 10 years had acquired it when it came in from America and, judging by its very scruffy state, he doesn't reckon that the car had been cleaned in those 10 years! Mechanically, though, it had had a lot of money spent on it, and came with a wad of receipts.

However, it was still in need of a full body restoration, and that work included replacing the whole front panel, the spare wheel well, new floors, new rear wings and, obviously, a complete repaint. The work was completed by Malcolm Wiltshire, a good friend of Tim's, whose workshop is located in Rawreth, near Rayleigh, Essex. Tim can't remember the exact colours, but told us it's the corporate colours of The Harbour Club at Battlesbridge, Essex, a specialist day care centre for over 65s with dementia that's run by Jane. Understandably, Jane loves it, and it's now referred to as Harbour Club Blue!

"A replacement towel rail bumper for the rear was the hardest thing to find, and it still needs a few finishing touches here and there, but we're both very pleased with it," says Tim. "We're both great fans of Volkswagens and Jane's daily driver is a modern Beetle convertible, so the Karmann Ghia will mostly be used for high days and holidays."


The '70 / '71 model is like the Crosssover Bay of the Ghia world, with wraparound front indicators and the intermediate 'big' tail lights

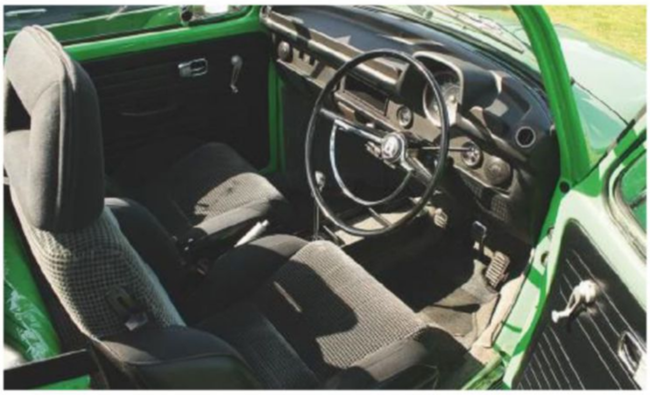

Wheels are the lesser spotted Smiths Turbos

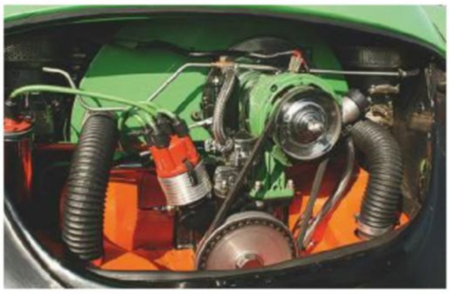
Grant Hole and Daryl Moore, 1971 Wizard Roadster

Daryl quite fancied owning a Beetle, while her partner, Grant, hankered after something a little bit more unusual. Their compromise was a customised Wizard Roadster, which was an eBay purchase and found for sale in Chichester, West Sussex, where Daryl's parents live. "We were able to give the car a thorough going over at our leisure at my parent's house, prior to driving it back to our Hertfordshire home," says Daryl. A wise decision, as travelling hundreds of miles in a car you've just purchased and don't really know too much about can often be fraught with problems.

A previous owner had done the conversion and, according to Grant, made a particularly good job of the bodywork. "I'm not exactly sure what size the engine is in our car, but I suspect it's a 1600cc single port that's been fitted with twin 40mm Kadron carburettors," he explains. "The alloy wheels are Smiths Turbos that are quite an unusual fitment."

During their first year of ownership, Grant has tidied up the wiring, fitted some new engine tinware and sorted out a few minor mechanical issues that were traced to vacuum leaks, which had previously been unsuccessfully remedied with silicone sealer! The original front seats have been replaced with a pair of very comfortable, figure hugging modern sports seats that look great and fit a treat. Grant has also spent a little time cleaning and detailing the engine bay.


It's a 1303 at heart, but without the padded safety steering wheel


Orange and green detailing is a surprise under the custom vented engine lid

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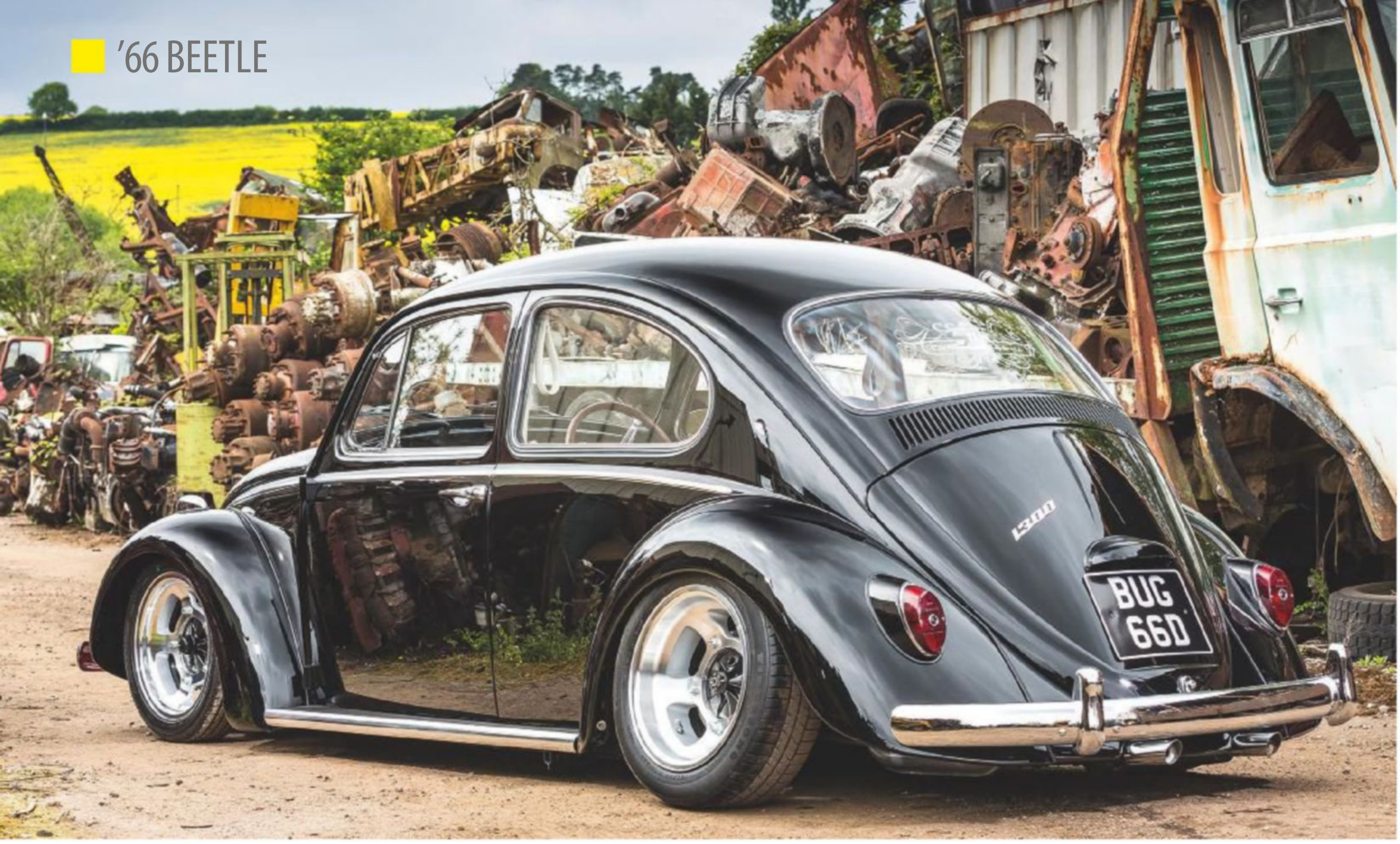
Temporary custom

A stock, factory black Beetle is a wonderful thing, but a little pizazz never hurt anyone, right?

Words Mike Pye **Photos** Dan Pullen

CHRIS METCALFE
ROBERT BROTHERS FAMOUS CIRCUS
ANE
ERF



Yep, that is the car's actual number plate. Cool, huh? And Paul bought those blue dot lenses so long ago they're practically NOS!

Having a professional company build a car for you can be a double-edged sword. On the up side, it generally means the job is done quicker, and many of the little pitfalls and problems that are part and parcel of building or restoring a car are sorted for you. On the down side, you have to pay for all the labour involved, but a further consideration often not taken into account is the fact that everybody – professional or amateur, genius or idiot – has an opinion. We've seen countless cars over the years that have been as much a product of the restorer as the owner, whether it be in the direction taken with a modified build or the outside suppliers chosen to bring the project to fruition. It's not a bad thing, often people want, or need, a little advice, and that's part of the reason for going to a professional in the first place, but the story behind this '66 is a little different to most.

> “One of my old Beetles had heater channels made of plastic bags”

Looking at it, the last thing you'll be thinking is ‘wow, what an amazingly original, stock car.’ But speaking with its owner, Paul Hunter, that's pretty much what he wanted, and what, in some respects, he feels he's got. Confused? Let me explain. When Paul made that first 'phone call to Dean Jones at Classic Car Revivals in Baldock, Herts, his '66 Beetle had been off the road for 14 years and needed recommissioning. Paul and his wife have owned a number of VWs over the years, but this one holds a particular place in their hearts. “All our previous VWs were pretty rough in various places, but an extremely good friend of ours married this chap, and his neighbour was an elderly gentleman who owned this Beetle. Eventually, he became too old to drive and so put the car up for sale. That was 21 years ago.” A little bit of digging into the car's history elicited the fact that it was sold new in North London, then serviced like clockwork by that same dealer all its life, and garaged every night. “It only had 48,000 miles on it when we bought it. I knew it had had a bit of a bump in the front at some point, but otherwise was like new. One of my old Beetles had heater channels made of plastic bags, so the first place I looked when we bought it was behind the rear seat – I couldn't believe what I saw, it was all just shiny black metal,” Paul enthuses. “As a result, we didn't really do much to it, other than just proudly polish it, though I always knew I wanted to restore it one day.”

Like any VW that has been with a family for years there are myriad stories attached to the car but the one we liked best was the one when the couple's daughter, Eden, was, shall we say, reluctant to leave the comfort of her mother's womb, so Paul suggested they go out for a drive in ‘Blackjack’, as the car had been christened by then, to encourage her. “Sure enough, she arrived the next day!” he says with a chuckle.

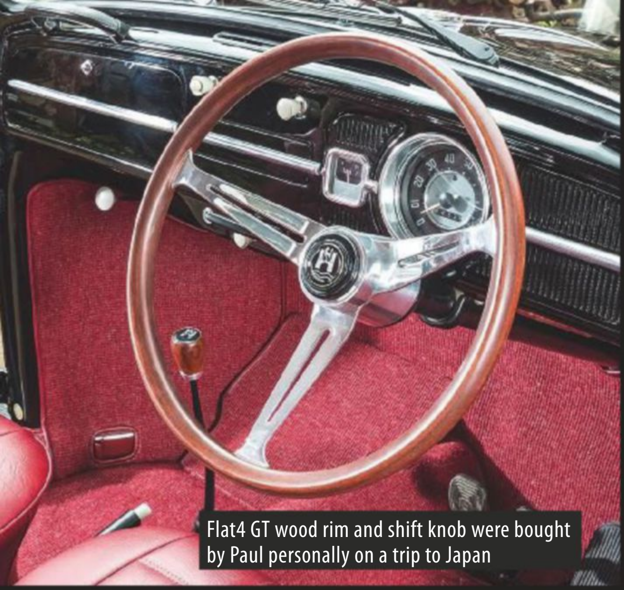
TECH INFO

BODY: Stock 1966 1300 Beetle, repainted black
ENGINE: Original 1300, rebuilt with twin 34ICT Webers and EMPI exhaust
SUSPENSION: 6-in narrowed and adjustable beam with kicked-out shock towers; stock shocks; stock brakes; rear down two outer splines
WHEELS AND TYRES: 4 and 7 x 15 original BTRs; 165/50s and 185/55s
INTERIOR: Stock seats re-trimmed in red, fat biscuit-style; Flat4 GT steering wheel; Flat4 gear knob

Family jewel

Clearly, Paul wasn't going to hand over his beloved Beetle to just anyone, so I asked how he made the decision to entrust this precious member of his family to Dean Jones at Classic Car Revivals (CCR) in Baldock (www.classiccarrevivals.com)? “I've used a number of specialists over the years and have never found anyone who really gave us the confidence that they would do the car the way I wanted it done. Then I saw Dean's advert in *VolksWorld*, and thought as they were local to me I'd go along and have a chat. I liked him, and so we met up again, and talked over what I wanted to do, which was to restore the car to stock so we could use it, not to show standard…

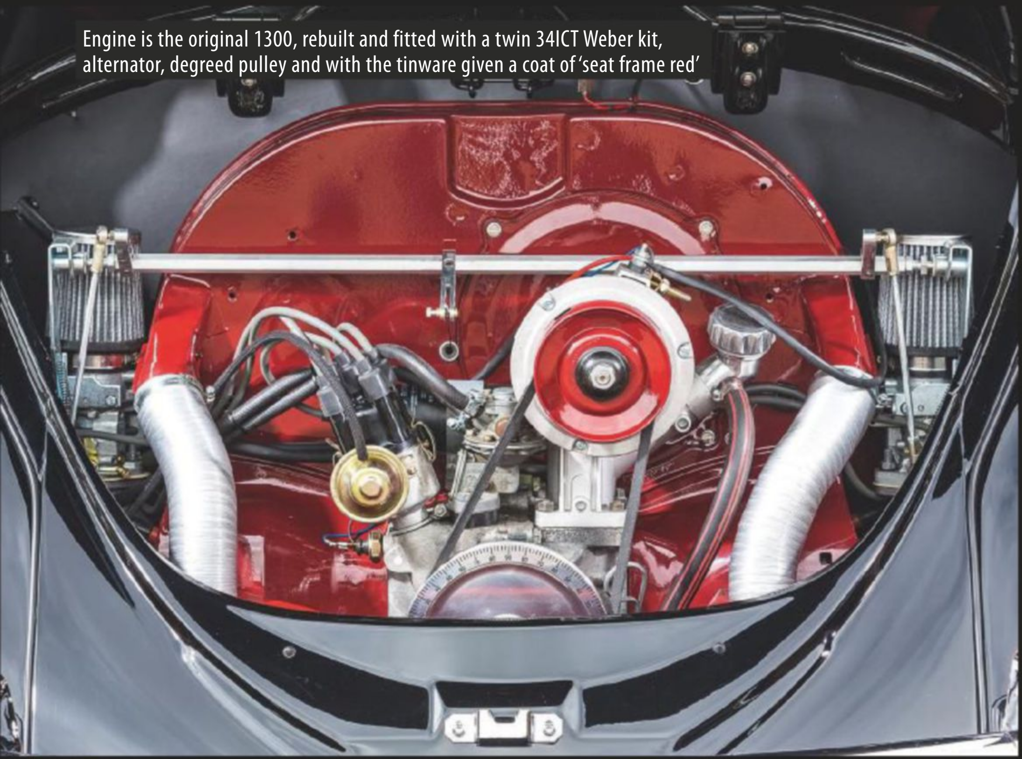
“But you get to a stage, don't you? When we saw how good the body was when it came back from the blasters, it went from let's just repair the rust in the rear bumper mounts and get rid of the crash damage to let's go the whole hog.”



Flat4 GT wood rim and shift knob were bought by Paul personally on a trip to Japan

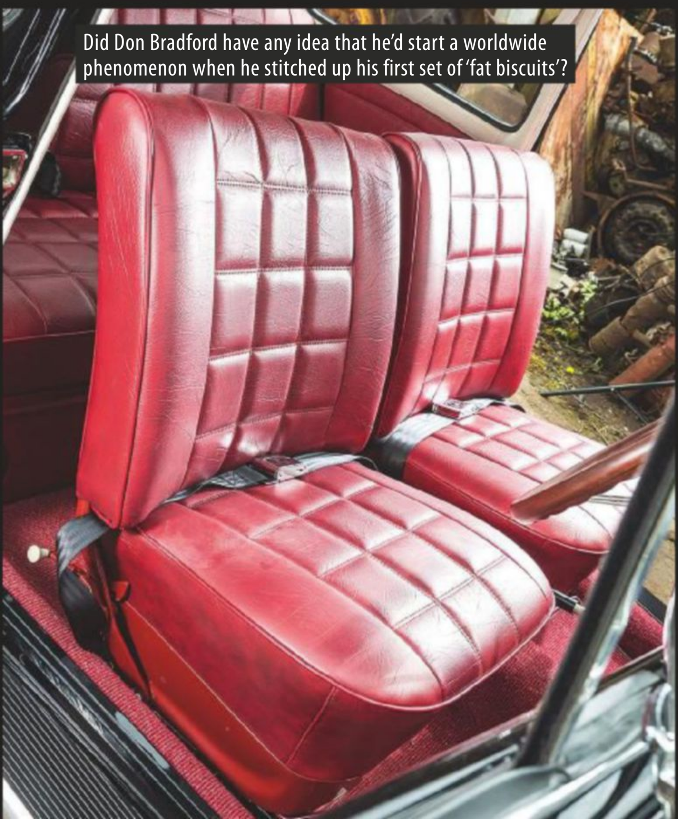
You know what they say, go big or go chrome

The red detailing is carried through to the insides of the bumpers

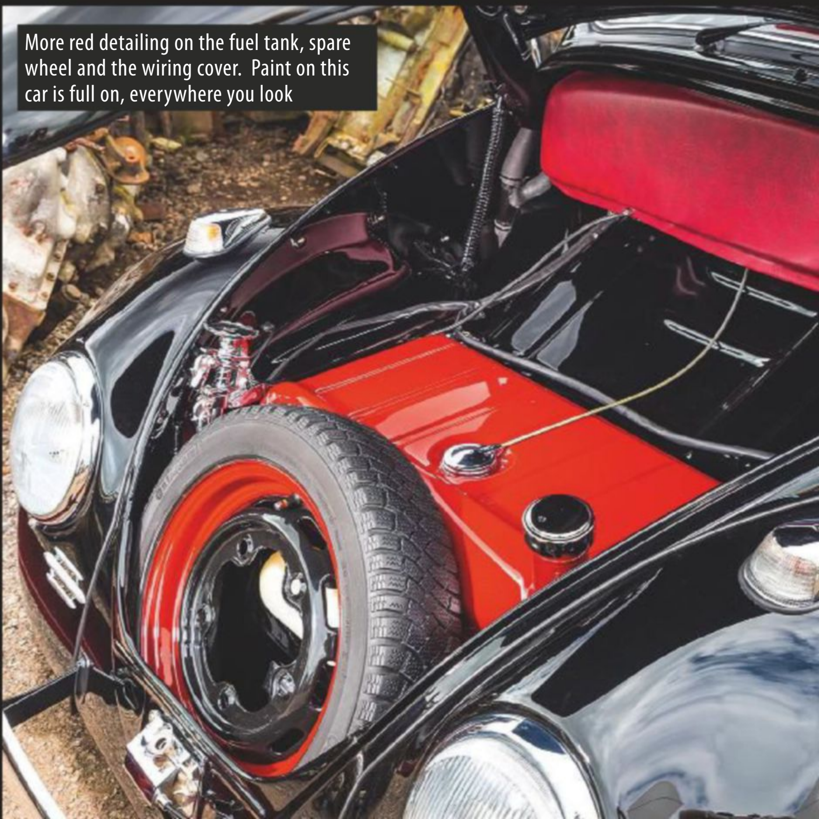


Engine is the original 1300, rebuilt and fitted with a twin 34ICT Weber kit, alternator, degreed pulley and with the tinware given a coat of 'seat frame red'

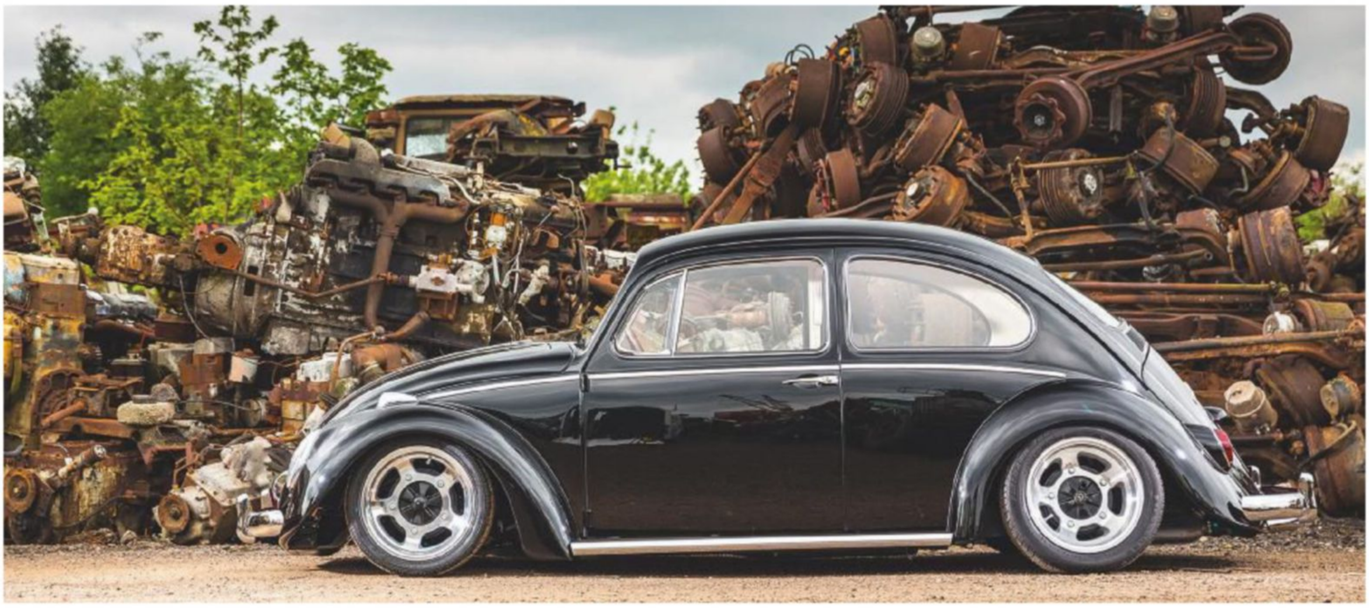
7-inch BTRs are a tight fit under the rear wings, but plenty of negative gets them in there

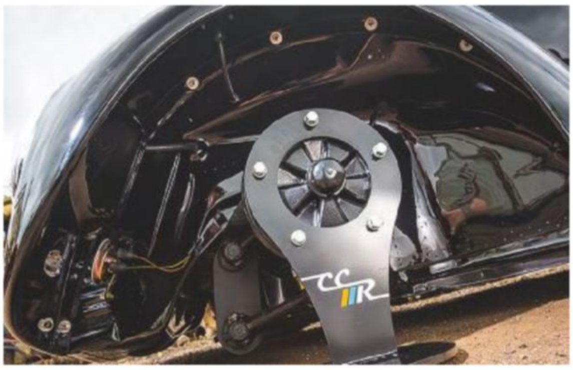


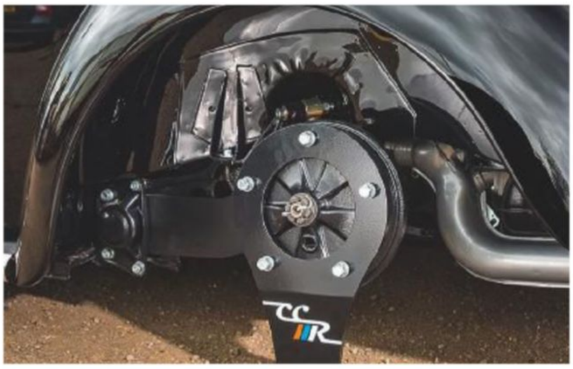
Did Don Bradford have any idea that he'd start a worldwide phenomenon when he stitched up his first set of 'fat biscuits'?



More red detailing on the fuel tank, spare wheel and the wiring cover. Paint on this car is full on, everywhere you look







Now imagine this car at stock ride height. Did the guys make the right decision to make this car stand out? We certainly think so

There's plenty of detail to keep the perverts happy. Note the use of polished Allen-head bolts on the floorpan

Car currently wears a six-inch narrowed beam, but a fiver is on the cards

A factory red on black VW is both a wonderful and a rather rare thing, so they stayed with that colour palette, but gave it a slight custom twist

In the end the restoration took two years, though Paul is quick to point out that any delays were due to financing the project, alongside running their own successful pet food business, not CCR dragging their heels. “The work they did on the car is absolutely superb, and I'd recommend them to anyone.

“The car was originally black with a red interior, so I always wanted to keep that, but just give it the shine it deserves. But when the bodyshell was painted, it just looked so good, it seemed right to go a little bit further with the rest of it, too.”

Which, in a round about kind of way, goes some way to explaining how it went from a stock restoration to the car you see here. Paul blames it on the red paint that was on the seat frames and the covers on the heater channel outlets. “I just loved the colour, so asked Dean to do the fuel tank in the same red. Then we did the insides of the bumpers as well, just to make the colour flow out into the rest of the car.”

“The car was originally black with a red interior, so I always wanted to keep that”

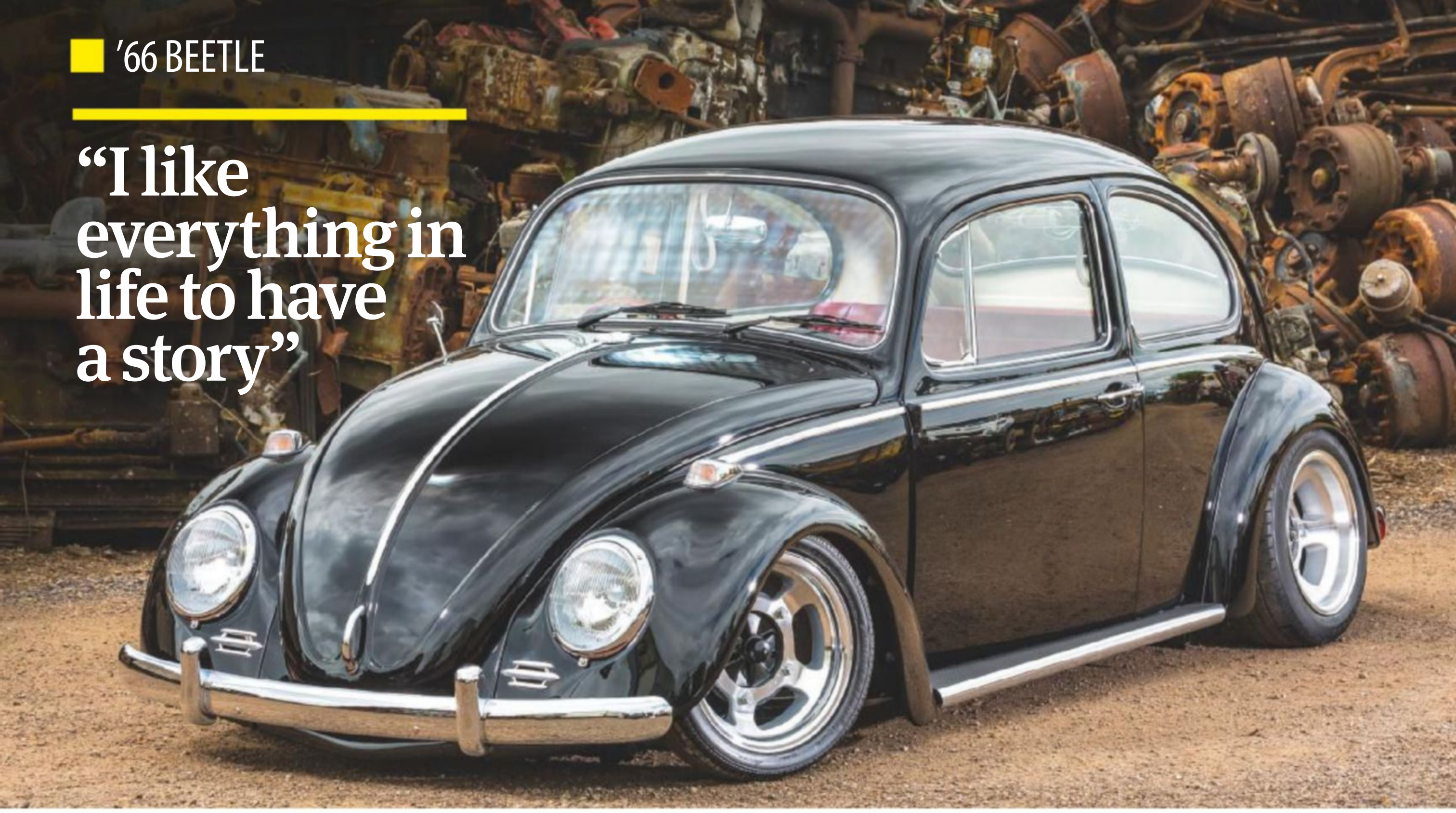
As you can see from the pictures, that flow extended to the engine tinware as well.

As the car started to come back together, Dean and Paul began talking about re-introducing it to the VW scene, and decided The *VolksWorld* Show was the place to do it. “We thought the car might be a bit overlooked if it was stock ride height though,” explains Dean, “even with the red highlights, so I suggested for the show we fit the BTR wheels I had bought for my Bus when I was on honeymoon in the States. We couldn't very well just fit those and leave it at stock ride height though, could we?” he says with a grin. Paul's take on the situation is simple. “The look of the car, and the way it sits, I left up to Dean. My one proviso was that no metal be cut or anything be done that couldn't be put back to stock.”

Nowhere to hide

And that's how what started out as a stock restoration turned into a mild custom job, picking up on the car's original colour scheme, emphasising the superb condition of its metalwork with a coat of nowhere-to-hide black, then making it stand out with the BTR wheels, custom interior treatment and ‘on-trend’ ride height. To achieve that, a four-inch narrowed beam was initially bolted on up front, but as these wheels have quite a lot of offset, even the four-inch fronts, that was later swapped to a six inch one with heavily kicked out shock towers (remember Paul's expressed wish that no bodywork be cut) but Dean says the ideal compromise will be a five-inch one, so currently has one on order from Aire Valley Speed Shop. Brakes, shocks, gearbox and everything else mechanically is all stock 1300 Beetle, though naturally everything has been gone through and replaced when necessary and detailed in a tidy, stock fashion.

Even though Paul had used the car as a daily driver for a while, it was still pretty low mileage for its age, and still had the original engine, which Dean handed over to Rob Judge at RNJ Motorsport for a



> “I like everything in life to have a story”

^ Car currently rides on BTRs with 165/50 Bridgestones and 185/55 Firestones, but Paul has some chromed 356 steels with nipple hubcaps in stock for its final incarnation

stock rebuild. Rob sent the heads to Stateside Tuning to be freshened up, then buttoned the whole lot back up again. The only offerings to the gods of speed are a pair of Weber 34ICT carbs and an EMPI dual outlet exhaust.

When it all started coming together, the quality of the bodywork demanded the handles be re-chromed as well, and hey, while, the chromers are doing that, they may as well do a few other bits too, such as the jack, right? “It just sort of evolved,” says Dean. “But it’s the little details that make such a difference to the overall feel of the car. I knew Paul wanted a really good paint finish outside, but he was less bothered about the underside, whereas I knew if the car was going to really stand out it had to be as good underneath as on the top, so I agreed to put four weeks of my time – well, Craig, my painter’s time – into getting that spot on as well as I thought the car would be a good advert for our business.”

Current fashion

When it came to the interior, Dean recommended Bromsgrove Auto Trimmers, who again took inspiration from the car’s original factory red interior, but injected a bit of current fashion in the shape of fat biscuit-style detail.

With the main components of the car in place, the little finishing details were down to Paul. The blue dot tail lights were bought 15 years ago on a trip to the States, the steering wheel and gear knob were bought in person from Flat4 HQ on a more recent trip to Japan and there’s a set of chrome 356-style wheel with Wolfsburg crest nipple hubcaps in stock to eventually replace the BTRs. “I like everything in life to have a story,” says Paul enthusiastically, “and it’s been great to bring some of those elements together on this car. I like cars to be different, but I don’t like them to be completely bastardised. All the little bits that make this car what it is can come off again and he can go back to completely standard, which is what I was planning in the first place.” ■

Thanks: ABS Blasting, Perfect Coatings, Bromsgrove Auto Trimmers, RNJ Motorsport, Bespoke Signs and all the guys at CCR – Dean, Craig and Frank.

THE BUILD

Here’s Dean Jones of Classic Car Revival’s take on the restoration: “To be honest, it’s just an awesome right-hand drive car. It’s still on its original heater channels and closing plates, still got its original wings and the only bits of welding we had to do were new rear bumper mounts, rear body mounts and re-do the old crash damage at the front. We sourced an NOS nearside quarter, but just couldn’t find an offside one, so I had the whole front end of a donor car sent over from the States and we unpicked that and used the bits we needed. Because the rest of the car was so good, we left the spare wheel well in place and worked around it as Paul was keen to keep as much of the car’s original metal as we could.”

< **As bought** This is the kind of VW we all hope to find – a one owner, low mileage (48,000 at the time), full service history car. Sweet

> **Metalwork** Though it looks drastic here, the front quarter repair wasn’t due to rust, but to previous accident damage. An NOS nearside quarter now fills the void

< **Fresh paint** Black is well known as the most unforgiving of colours to paint a car, so to get a car as straight as this takes both skill and patience

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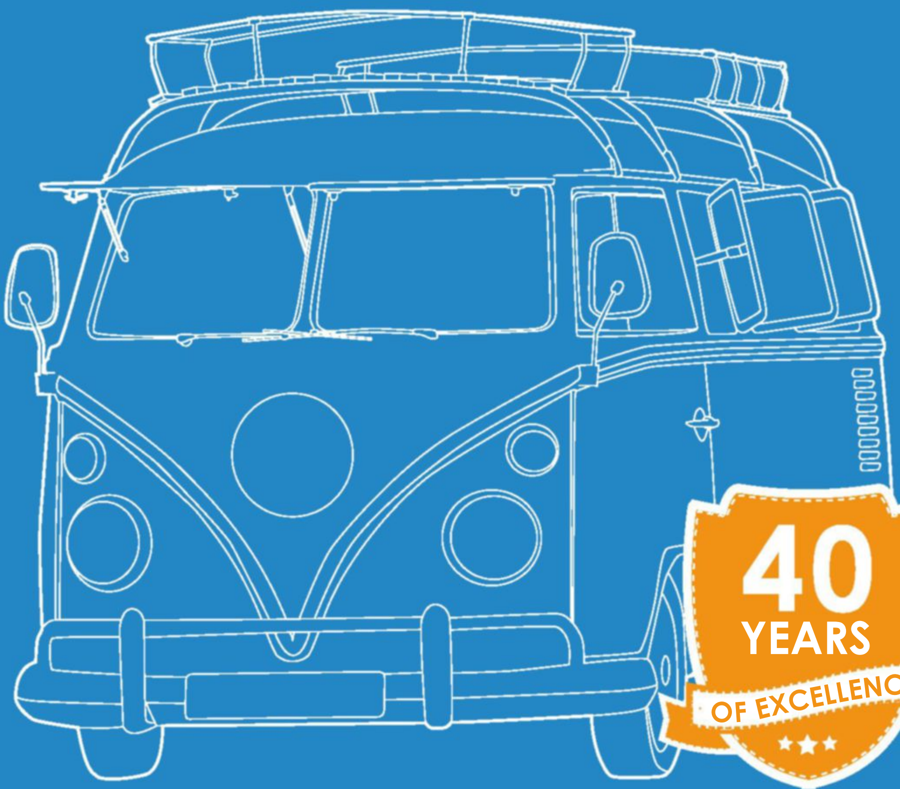

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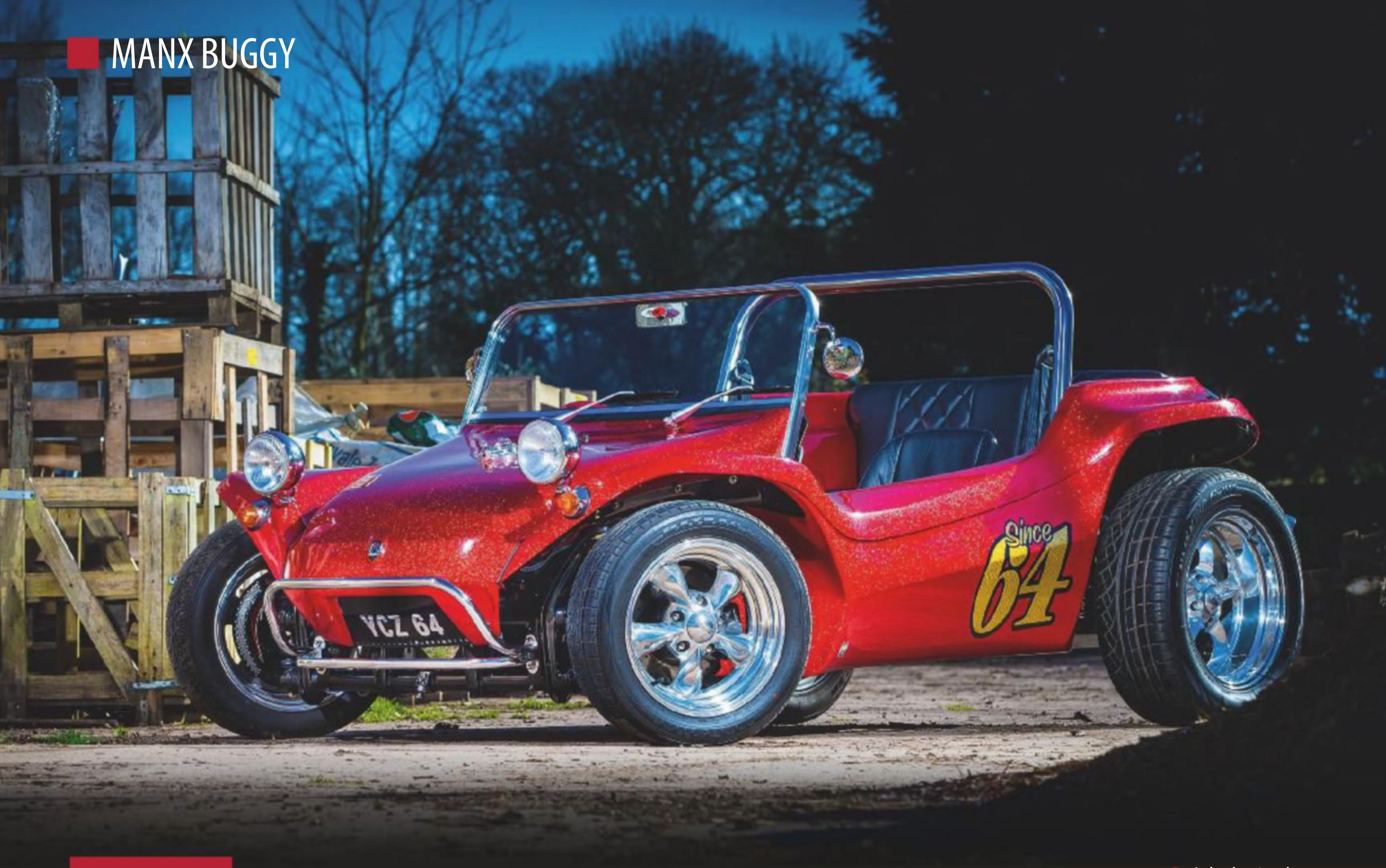
Hill on wheels

Blending traditional ideas with influences from another car scene, John Hill has hand built a truly exceptional Buggy

Words Mike Pye **Photos** Thru-a-lupe photographic

Since 64



It looks simple, but everything on this Buggy has been subtly tweaked. The front bumper has been pulled in tighter to the body, the sidepods 'glassed in, the underside of the 'shell smoothed, and notice how the roll hoop perfectly matches the height of the windscreen

One of the things I enjoy most about this job is hearing the stories behind the cars we feature, especially the different influences and ideas each and every builder brings to the party, as it were. John Hill, I think it's fair to say, is not a man constrained by convention. Like so many people I have met from the West Country, he does his own thing, at his own pace. "I won't be tied by what's trendy. It takes me so long to do things it won't be trendy when I'm finished anyway," he laughs, the sort of genuine laugh that instantly lets you know he means what he says. I guess it comes from experience, but it's amazing how much you can learn about a person when talking with them about their hobby, and often it's as much what they don't say as what they do say that provides the bigger picture. One thing I can say for certain is John built this Buggy. I don't just mean he screwed the main bits together, I mean he really built it – shortening the 'pan and replacing the 'pan halves and framehead himself, spending days of his life on all the little handmade details that make it unique, covering the seats himself and painting it himself (twice, in Mazda Velocity Red metallic, with two coats of red mini flake over the top and six coats of clear) so only he can tell you exactly where the flake is a bit thick, or a bit thin, even if no one else would ever notice. He also spec'd the one-off wheels himself, and collected them in person from Chris Coddington, son of the late Boyd Coddington. And if, at any point, he lost his way, he asked the advice of his wife, Caroline, who is every bit as much into this Buggy as he is. "If I can't make up my mind on something I'll get her in and she'll give me her opinion. And she'll be right of course," he told us with a grin.

Lady and the Tramp

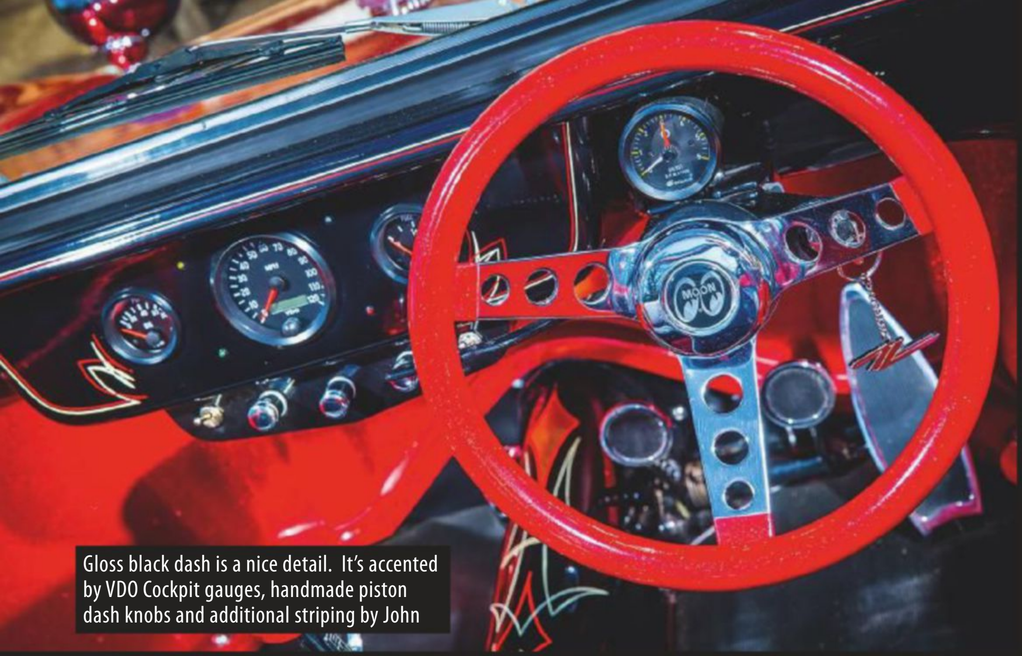
But while John – a toolmaker by apprentice, but a self-employed builder by trade – clearly has the skills and the vision necessary to create a one-off customised car, this Buggy has been a long time coming, its gestation starting all the way back in 1970. "All of us were car mad," explains John of his family. "My dad was made redundant in 1970. He got another job straight away, but he used the redundancy money to buy a Tramp Buggy, and built it as a father and son project with my elder brother. I remember going out in their demonstrator Buggy at Brixham when I was eight-years old, and it all just went from there really." By age 16, John had himself what many consider the ultimate UK Buggy – a Mk1 GP, itself a close copy of the original Meyers Manx design – and was already well into the Buggy scene. "I had that Buggy on the road, then I took it off the road, rebuilt it and put it back on the road, but then I met Caroline, bought a house and, well, you forget about the cars for a bit then, don't you?"

Support network

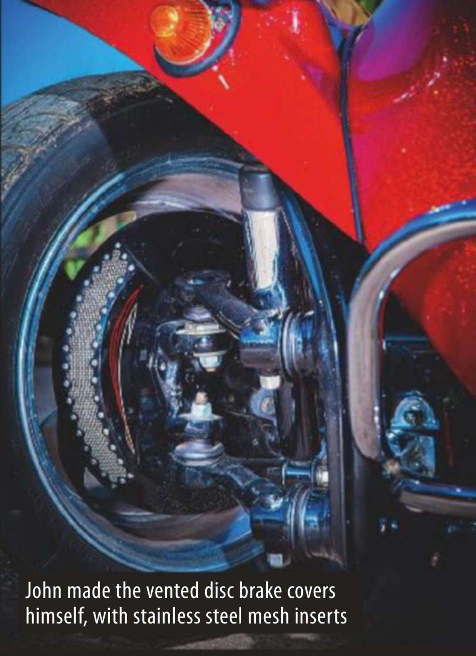
Building another Buggy for a friend got John back into the whole thing, as did some prompting from Caroline. "There's no point having these things if you're not going to drive them," she says enthusiastically. "When John's out in the garage, I give tea, coffee, biscuits and support. That helps." But rather than dig the GP out of its resting place, John decided to start again with a fresh body, not realising at the time that it was going to take six years to turn it into the car you see here. "Of course, if you're into Buggies, what's the one everyone wants?" he asked, before answering his own question. "A Manx, isn't it? And over here the nearest thing at the time was a Classic from East Coast Manx." From there, it was just down to the details, but it's precisely those details that really make this Buggy a standout.

"People often say to me 'how can you spend so much time just making one bit?', but it doesn't matter how long it takes me to do something. I miss the precision side of the engineering work I used to do, so that's where the car hobby comes in. I like going out to the garage, and when I'm out there all I see is the part I'm working on at the time. You can't change direction, of course, you have to have an idea in your

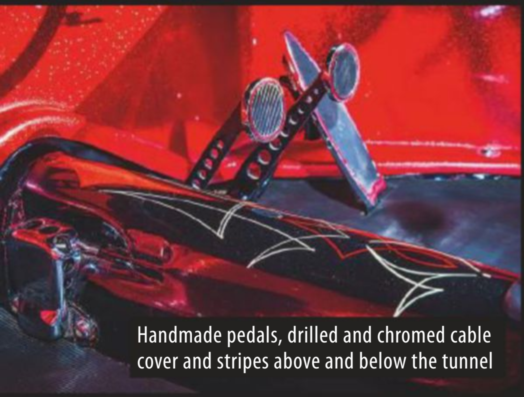
"I won't be tied by what's trendy"



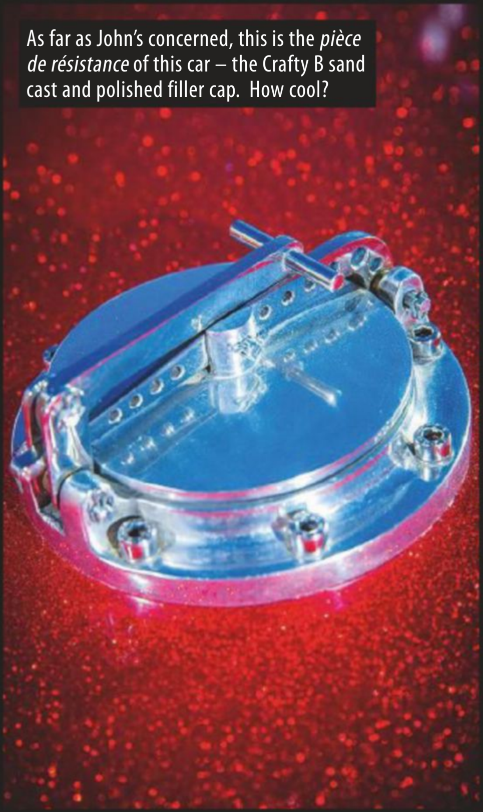
Gloss black dash is a nice detail. It's accented by VDO Cockpit gauges, handmade piston dash knobs and additional striping by John



John made the vented disc brake covers himself, with stainless steel mesh inserts



Handmade pedals, drilled and chromed cable cover and stripes above and below the tunnel



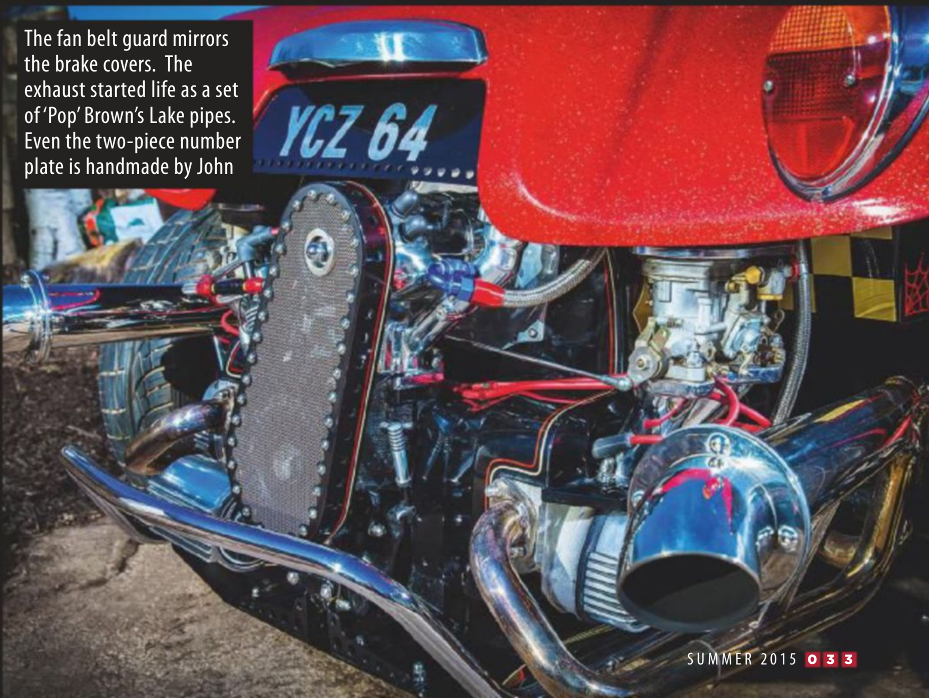
As far as John's concerned, this is the *pièce de résistance* of this car – the Crafty B sand cast and polished filler cap. How cool?

Striping with a cheeky bit of gold leaf surprises

Boyd wheels were made with custom back spacing specifically for this Buggy

Even the little incidental brackets are beautifully finished and detailed

Shocks are stock all round, but fitted with custom made stainless steel covers for some added shine

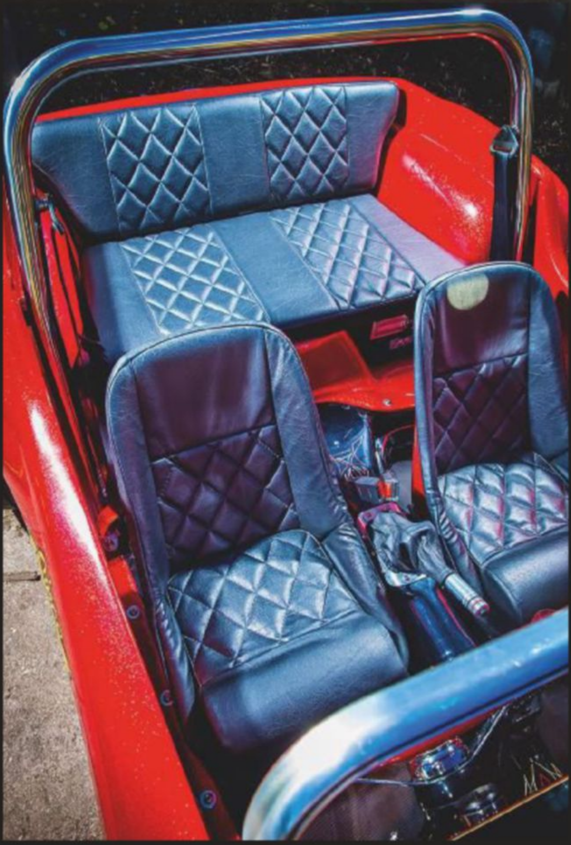


The fan belt guard mirrors the brake covers. The exhaust started life as a set of 'Pop' Brown's Lake pipes. Even the two-piece number plate is handmade by John

Since

"How do you justify spending £200 on a filler cap? You don't, I just had to have it"

John's bang into his Boyd-era hot rods, so there was only one wheel supplier for him. They're custom made Smoothie 1s in 15 and 17-inch diameters



There are a lot of neat details to take in on the interior. Moon red flake steering wheel was the obvious choice, but John's added a Gennie Shifter knob to the EMPI Hurst-style shifter, made his own pedals and striped the dash himself with a Beugler striping tool

Front seats are standard Buggy buckets, rear seat is from Flatlands Engineering, diamond pattern covers were fitted by John

head and stick to it, but if you look at everything that needs doing it can be overwhelming. Whereas if you just look at the one bit you're working on at the time, you can really get into it."

Signature piece

What became obvious from early in our conversation is that John's influences come from far wider than just the VW, or even the Beach Buggy scene, and these are reflected in his choice of certain components in the build. "How do you justify spending £200 on a filler cap?" he asks rhetorically. "You don't, I just had to have it. I mean, it's right there in front of you, every time you drive it. Every car has a signature piece – something you just have to have – and that was mine on the Buggy. That, and the wheels, but then I've got Boyd's wheels for all my cars…" Now, there was a tangent we went down too far off the mark to go into detail here, other than to say that John is not just into Buggies, but also into hot rods, specifically Boyd Coddington-era high-tech street rods. It's more than just a passing interest though, he currently has a 'glass-bodied '33 Ford 3-window coupe in the works as well. Like the Buggy, it's a long-term project, but one he's approaching in exactly the same manner, building it his way and doing as much of the work on it as he can himself, with a little help from a good friend to ensure the chassis engineering is sound.

The good old Boyds

"We've been going to California for the last 20 years, and we always go to the Goodguys West Coast Nationals at Pleasanton, and always end up bringing a load of car parts back in our luggage," says John. On top of that, he's a regular visitor to west coast hot rod shops, including the aforementioned Hot Rods by Boyd, now owned and run by Chris Coddington. "I've got a set of Boyd wheels for each of my cars. The other ones I've got are so out of fashion, but I just love 'em!" Needless to say, those trips to America are where a lot of his ideas and influences come from. They run deep, too. John can tell you exactly which car inspired the colour scheme, and the one that led to the 'Since 64' lettering on the sides. Other details are more generic, but no less important. "I quite like rat rods, I just don't like the ratty bit," continues John, "so it's kind of a little bit of that – with holes drilled in everything – but then painted, chromed and put together properly."

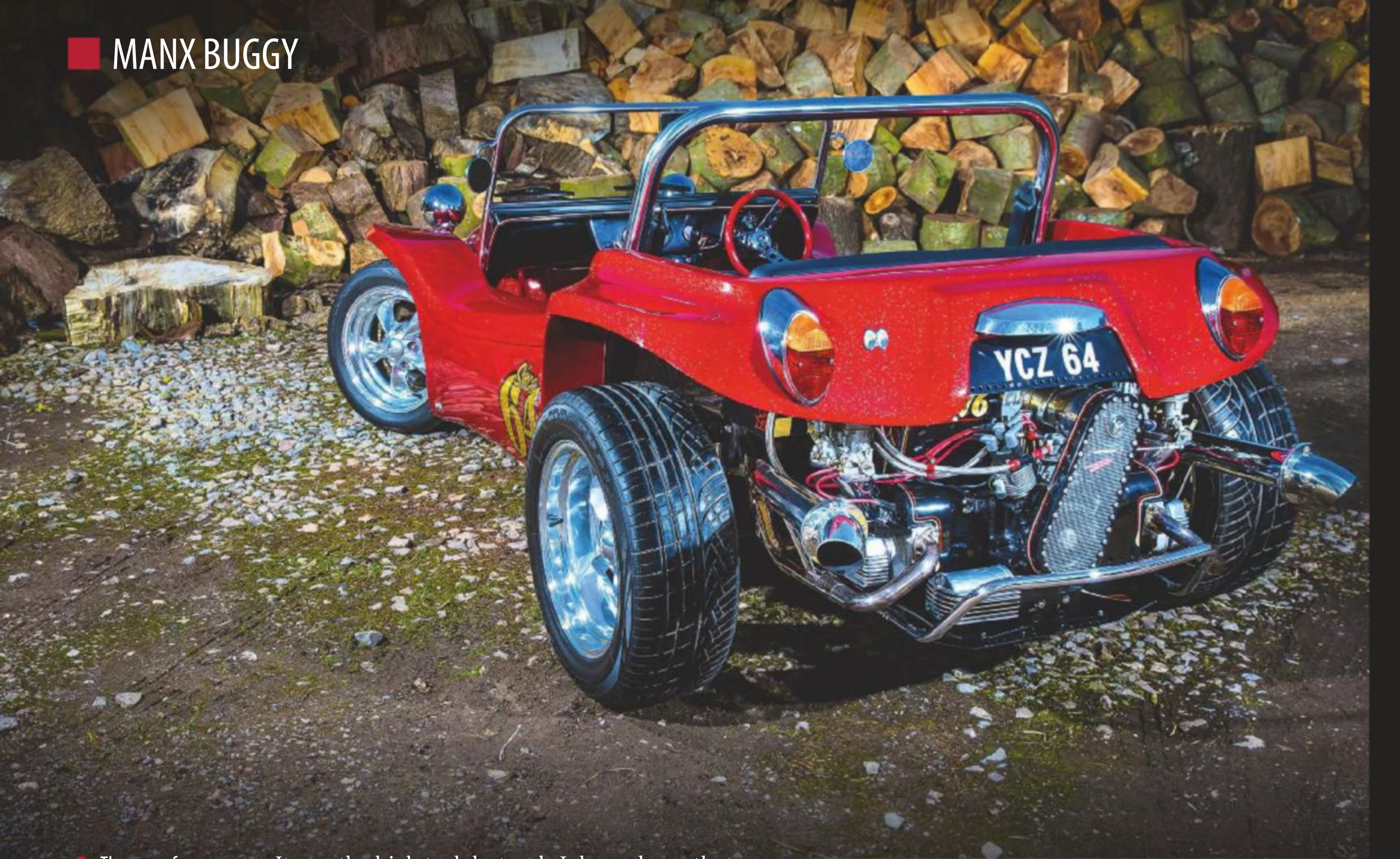
TECH INFO

BODY East Coast Manx Classic, painted in Mazda Velocity Red with red mini flake and lacquer

SUSPENSION Sway-A-Way adjuster in the front beam; stock shocks with s/s sleeves; Chevy pattern discs / drums

WHEELS AND TYRES 6 x 15 and 8 x 17-inch Boyd Coddington Smoothie 1s; 175/60-15s and 235/55-17s

ENGINE Arnie Levics-built 1776; CB 044 heads; Engle 110 cam; Bosch 009; Weber 40IDFs; custom exhaust



^ There are few cars you can own where the engine is on such obvious display as a Buggy, so it kind of makes sense to go to town on it. Tinware has been welded and smoothed, manifolds chromed and neat parts added, such as the So-Cal Speed Shop oil filter cover

It was the high tech hot rods John so loves that prompted the unusual wheel choice too – not just the Boyds themselves, but the combination of 15s and 17s to subtly emphasise the car's rake, without resorting to out of proportion, tall sidewall tyres.

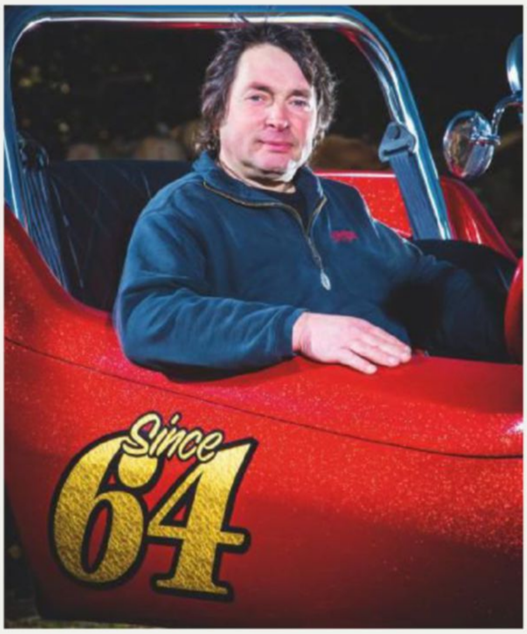
Stay of execution

It's pretty clear every part of this Buggy has been thought through and considered from every angle before execution. If John spent two weeks making something and then felt it didn't work, it didn't end up on the Buggy, simple as that. And, as is often the case with people like this, it came as no surprise to hear John say he didn't think the Buggy was good enough to go to The *VolksWorld* Show, and that he had to be pushed into even entering it by friends, and by Caroline. To then be awarded a Top 20 trophy quite took his breath away. "I look at it every day and see things I know could be better, and I have this saying that the better a car gets, the worse it gets – for a while – as the other bits that aren't as good then have to catch up with the bits you've just improved. It keeps me out of mischief."

> "The better a car gets, the worse it gets – for a while"

Asked whether he plans to sell the Buggy when the hot rod is finished, the answer was definite. "Never. I love Beach Buggies. I'll re-do the GP one day, and I'd like to do a retro Tramp, like the one my dad built all those years ago. I wanted to build the best Buggy I could, and I see this one as a kind of test run for the hot rod. I've learnt so much doing this, and I've learnt to get things nice takes time, but you're better off trying to do it yourself. I had some pretty big ideas for the '33 but, knowing what I know now, I'm not going to do some of them. I'm just going to build the nicest car I can, but not too radical. That's me."

Thanks: Rob Gibbons at R&H Signs, Binesey Exhaust, John Morrell for mechanical advice when it was needed, Ray and Mitch Quin for wiring, and of course, Caroline, for all her support, input, endless cups of tea and for enjoying it as much as me. ■



BEHIND THE WHEEL

"It's the best Buggy I've ever driven. I don't know why that is. I 'glassed the sidepods on and then filled them with expanding foam and I don't know if that affects it, but it just seems very tight.

"I don't run it with much tyre pressure – 16 on the front, 18 on the back, something like that – and no anti-roll bar, which does make it handle a lot better, and it doesn't bounce, it just sits nice on the road.

"You can't hear much, obviously, because of the exhaust, but again, that was just one of those parts I wanted on the car."

Caroline loves it, too, as do the couple's neighbours in their 70s, who pop their heads out every time it's fired up and have even been known to hop in and go for a drive.

"It's certainly no trailer queen," says Caroline. "We both drive it, and we both have as much fun in it. I can show you pictures of it with cow shit all up the side. We just have to watch out for horses, they don't seem to like it very much!" ■

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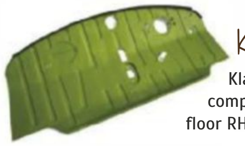
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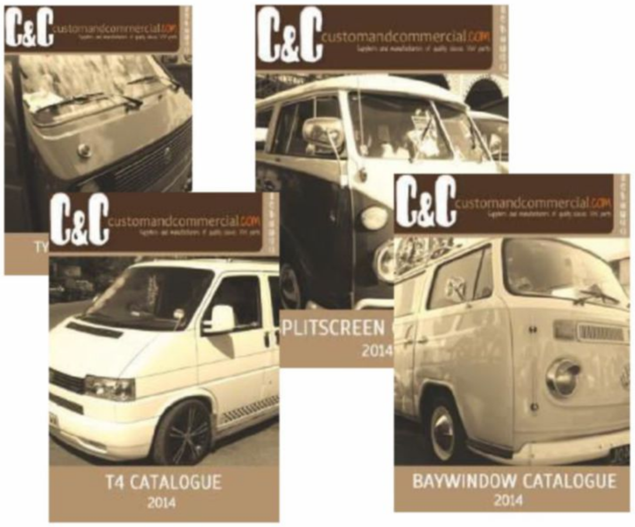

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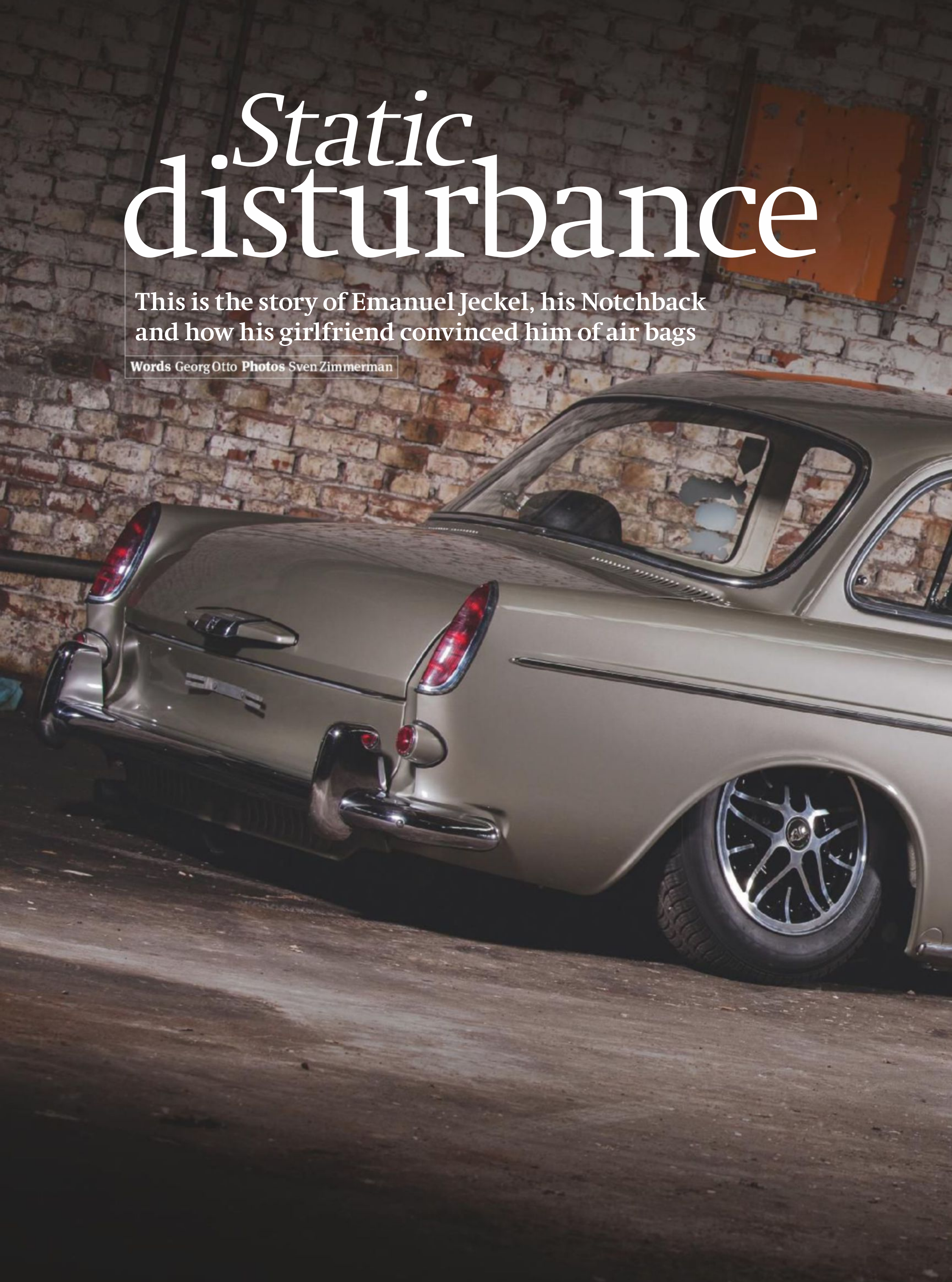
Static disturbance

This is the story of Emanuel Jeckel, his Notchback and how his girlfriend convinced him of air bags

Words Georg Otto **Photos** Sven Zimmerman



Emanuel Jeckel's air-cooled world was static. Static, as in no air ride system. "I started fiddling around with rear-engined Volkswagens as soon as I had a driver's licence," says the 35-year-old German, "and they were always low and never on bags or hydraulics." His first car was a Type 3, which, as we all know, is the easiest car of all to adjust the ride height on, due to the fact it is equipped with torsion bars all around, not just in the back like a Beetle or a Bus. The ends of the torsion bars have splines and fit into splined bores in the chassis and front beam. That means you can lower a VW 1500 / 1600, as they were officially named, by just pulling the bars, turning them by the desired amount of splines and pushing them back in. Simple, isn't it? You can go quite low this way, but then the ride quality is far from comfy. Emanuel didn't care about comfort though when he bought the Notchback you see on these pages. "I had several other air-cooled VWs, but none of them matched the cool factor of a Type 3 in my opinion." So when, in 2002, a friend offered him a Safari Beige 1500S Emi, as his friends call him, couldn't resist. "The car was in good shape… besides the body and the floorpan. Doors, bonnet and boot were useable, same with the chrome trim and the interior. As chance would have it, I knew about a second Notch, which I also bought. That one was almost free of rust, but everything else

It takes a lot of work to get a Type 3 this low, and Emi built two different Type 1-style beams for the car. The current one has shock towers and air shocks, with more air shocks on the rear. 135s and 165s help achieve this look

was pretty much gone." Our man had a plan, but initially no time to build one car out of the two. The years went by and, in 2006, Emi finally found the time to work on the two saloons. First, he carefully checked over the good body for rust spots, but couldn't find any. "It was in unbelievable condition. There was no corrosion at all." The only reason to get out the welder was the rear apron, and only because it was badly dented and bent. The aircraft mechanic cut half of it out and replaced it with a spare part, making it 15mm longer in the process. "This way, the header and muffler are better hidden, and it makes the car look lower," says Emi with a grin. Body-wise, everything else has been kept stock. After acquiring four NOS wings, the only thing left was the traditionally difficult choice of colour.

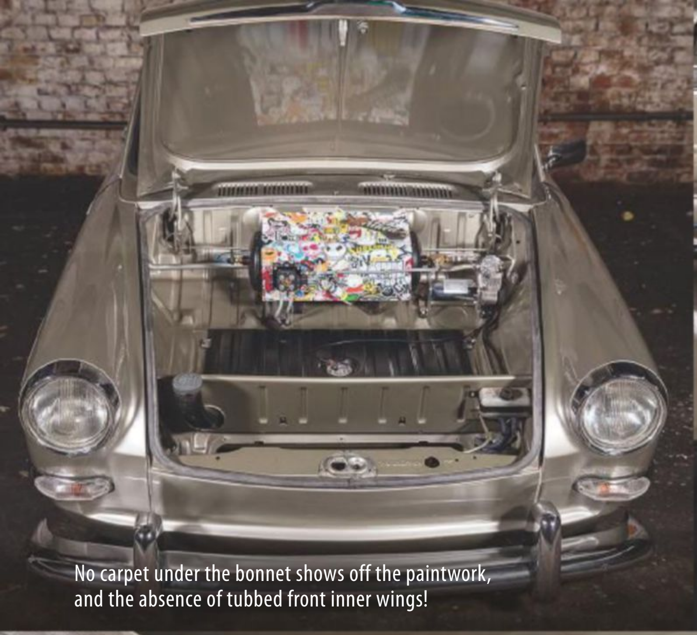
Emi puts on record: "Safari Beige was out of the question. I really couldn't get accustomed to that colour. But it had to be a greenish shade, which would match the Olive cord on the seats and the Mesh Grey side panels – the left overs of the aforementioned 'other' car. After checking old VW colour charts, I decided on Diamond Grey, a hue used on Beetles from August 1957 to July 1959. My good friend, Andrew Duffy, painter by trade, then took care of the meticulous application of the paint." While the body was drying, the chassis received its fair share of grey, too.

> "Static was the way to go! At least, that's what I thought in 2007"

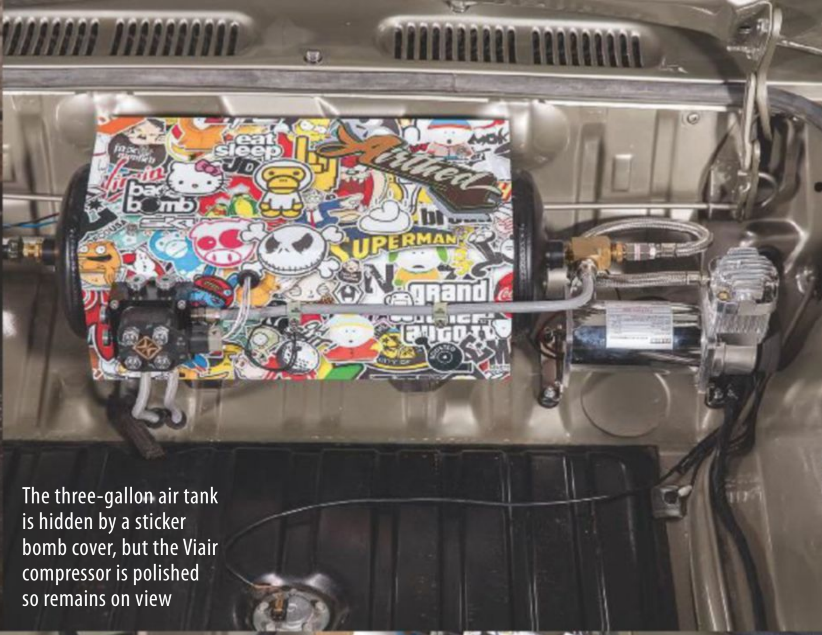
Emi, meanwhile, turned his attention to the engines he got with the cars. "I wanted something reliable, but with a bit more oomph, so was glad to find one motor had already been modified to accept 92mm pistons and cylinders." The 1835cc pancake engine also came with two Italian 40IDF Weber carbs on short Type 3 manifolds, an Engle W110 camshaft and stock heads with 35.5 and 32mm valves. A Bosch 009 distributor and a 35mm EMPI header with homemade muffler finished it off. "Since the photoshoot, I have had the engine overhauled by Tom Gotta of Wheelerdealer fame. It not only looks better now, it runs a lot nicer, too," admits Emi.

The drawbacks of static

Next on the agenda were the suspension parts. The original Type 3 beam and rear subframe were given a nice coating of light grey powder before being re-assembled. At this point the car was sitting on original Fuchs, and Emi finished it of with short N-model reflector bases, clear front indicator lenses and flat red tail light glass. "The car sat really low. There was no ride comfort left by any means, but I loved it. Static was the way to go! At least, that's what I thought back in 2007…" But when the thrill wore off, he started to discover the drawbacks of slammed static suspension. "The rear wheel bearings never lasted long as the didn't get enough lubrication. I scratched the 'pan several times, which didn't make me happy either. But the real reason I chose to switch to an air ride system was my then girlfriend, Kathrin. Her arguments were invincible." "I will marry you, but not in this car," she would say. "At least not as long as it is hopping. That's annoying!" Emi had to find a solution. And the only way of keeping the slammed look and adding some comfort was air ride. "I checked all the kits on the market, but there wasn't one that suited my needs. So after a bit of research I built a new front beam from scratch." His first attempt was a Type 1-style beam without shock towers, a massive 4.5 inches shorter than the original Type 3 counterpart. "The reason for not using a Type 3 beam is easy. The first problem is the brackets where the beam mounts to the

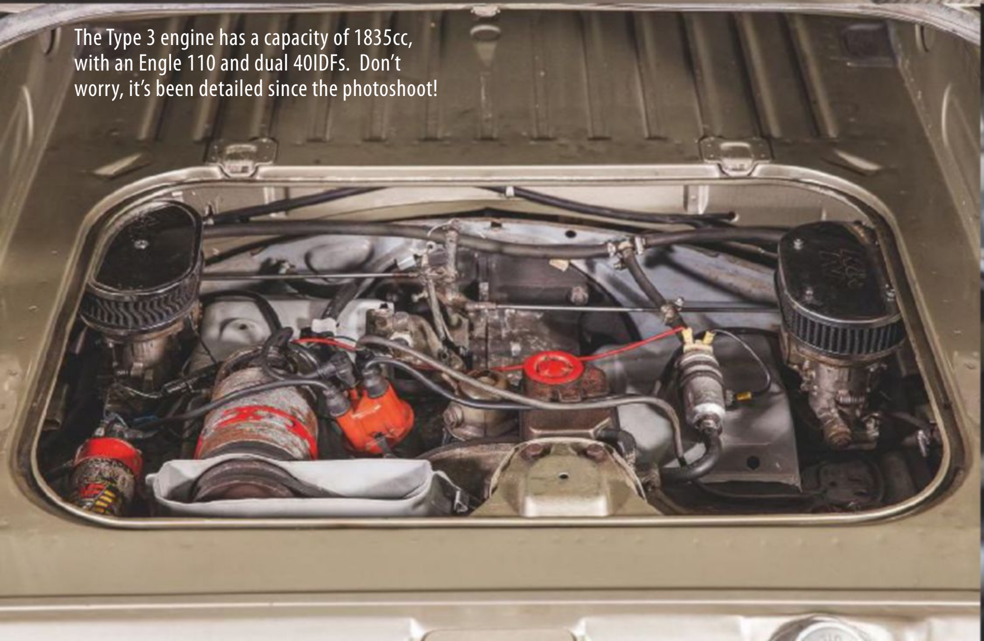


No carpet under the bonnet shows off the paintwork, and the absence of tubbed front inner wings!

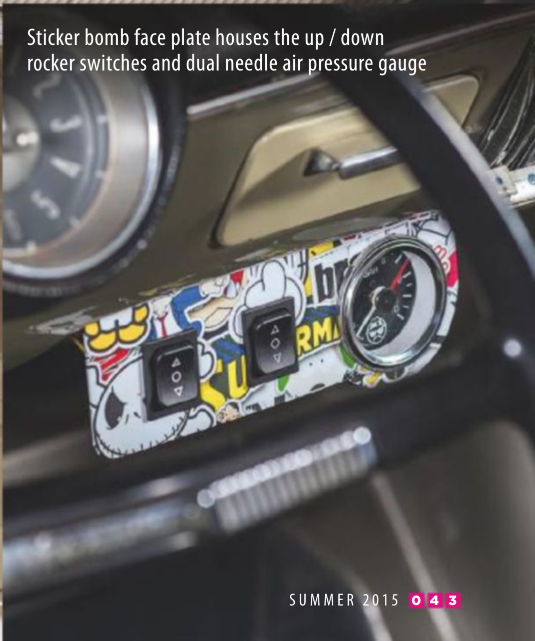


The three-gallon air tank is hidden by a sticker bomb cover, but the Viair compressor is polished so remains on view

Olive cord pattern seats and Mesh Grey side panels came from the Safari Beige donor car



The Type 3 engine has a capacity of 1835cc, with an Engle 110 and dual 40IDFs. Don't worry, it's been detailed since the photoshoot!



Sticker bomb face plate houses the up / down rocker switches and dual needle air pressure gauge framehead. They are further outboard than on a Beetle, leaving just a little bit of tube sticking out on both sides. Even if you could find a solution for this, it is impossible to safely narrow the splined torsion bars." A further benefit of using a Type 1-style beam was it could be positioned 1.5 inches higher, due to the different tube design. While the lower tube still contained torsion leaves (narrowed of course), the upper tube received a tubular chromoly rod, which was connected to a centrally-mounted Firestone air bag. VW trailing arms and CB Performance king and link pin dropped spindles complete the set up.

Compared to this, the system Emi built for the rear was much simpler, comprising drop plates in conjunction with two Ridetech air shocks. To contrast the modern age technology, Emi highlighted all the air ride components with sticker bomb covers. The three-gallon air tank and Viair 400 compressor are sited in the boot, while two rocker switches and a dual needle air pressure gauge reside under the dash. An Accuair VU2 valve block rounds out the the package. "The first test drive with the new air ride system on the car was the entry into a whole new world," confirms the man of the hour.

> "When the first batch of wheels were ready, it was just obvious to put them on the Notch"

A new era

With a now acceptable (both to him and to Kathrin) level of ride comfort, nothing stood in the way of getting married, and the Notchback was used as the wedding car. But founding a family wasn't the only thing that changed in Emi's life. "Constructing and building my first air ride beam was fascinating, but I soon figured out that this design wasn't the ultimate solution, so I started to re-think the system and built another beam, this time with shock towers again and two air shocks. This is the kind of beam now mounted to the Type 3's chassis." Friends of Emi noted his commitment to air ride suspension and started to ask him for assistance with their own cars. One thing lead to another, and today he's selling purpose-designed air ride kits and components under the Airthed label. "You don't get the regular stuff at my company, most of the components are modified to match my requirements. With my systems, the car moves up and down very quickly and not like in slow motion."

But that's not the only invention by the bustling father. We mentioned earlier the car previously ran Fuchs wheels, but clearly they're not on it any more. Emi: "I love the look of Fuchs wheels, they are without a doubt one of the most beautiful wheels ever made, but I really got tired of them. It was about the same time that I was restoring a Ghia for Kathrin and she hadn't decided on wheels for her car. So I showed her a wheel guide in a magazine and she pointed out Porsche-pattern Cosmic wheels. Back then, reproductions weren't available and genuine Cosmics were hard to find, so I wondered if it would be possible to reproduce them. I got in contact with a friend who is in the wheel business and, after some negotiation, I decided to do it. The JJ Vintage NOCD (New Old Cosmic Design) wheels (see www.jj-vintage.de) were launched in 2009, and I even had them TüV-tested. A real novelty back then." When the first batch of wheels were ready, it was just obvious to put them on the Notch also to promote them."

Clearly, Emi is a creative, and talented, VW enthusiast, and we bet these won't be the last of his ideas to turn into reality. "I noticed that if you want to change something you have to move. I don't want to be static any more – in any way!" ■

TECH INFO

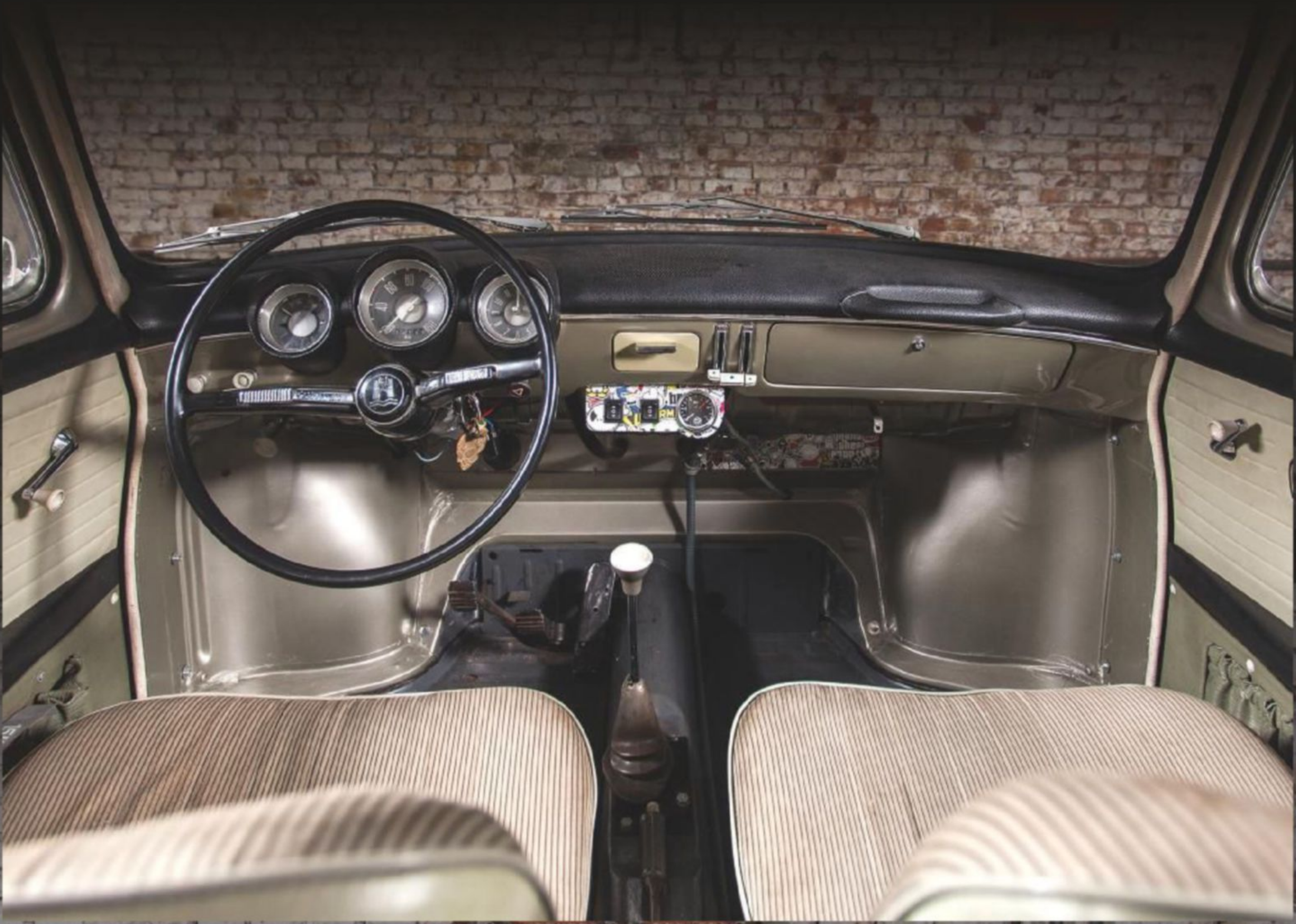
BODY: Stock, but rear apron extended by 15mm; repainted in L243 Diamond Grey; flat red tail light lenses; painted short N-model rear reflector bases; clear front indicator lenses

INTERIOR: Stock interior from another 1965 1500S

ENGINE: 1835cc Type 3 pancake engine; Engle W110 cam; dual 40IDF Webers; EMPI exhaust

WHEELS AND TYRES: 5.5 x 15 JJ Vintage Porsche PCD Cosmics; 135-15 and 165-15 Firestones

SUSPENSION: Airthed Type 1-style beam with air shocks; rear drop plates Ridetech air shocks; 3-gallon air tank, Viair 400 compressor; Accuair VU2 valve block



Emanuel prefers the clean look, so chose to abdicate carpets and floor mats

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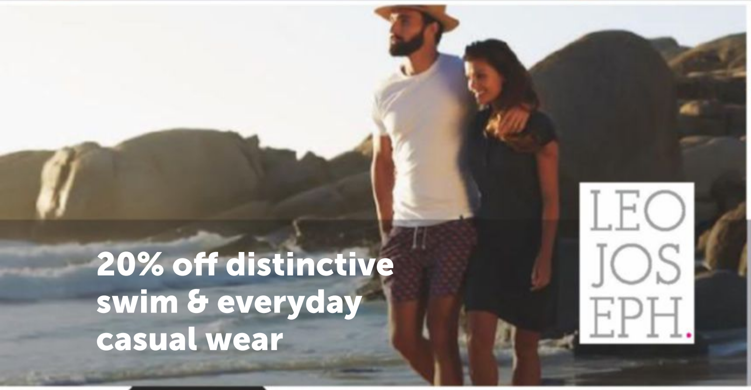

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Soapbox Challenge

The hilly terrain of Eastnor Castle is the perfect place for an all-action Soapbox Derby. Whether your entry takes 30 minutes or three months to construct, we would love to see you all on the start line. This is guaranteed to be one of the most entertaining and amusing parts of the weekend – for competitors and spectators alike – and the more entries there are, the more fun it will be. Send us a picture of you intended ride and for every one we publish online we will send you a free VW *Camper&Bus* hoodie. Let battle commence! See www.vwcamperandbusmagazine.com for further details

The cars are the stars

Yes, you can be the hero in your own fairytale this weekend, but the real stars are the VW Transporters, in all their guises, plus the air-cooled Beetle of course. With a show 'n' shine, club displays and some special crown jewels too, your starring role could be in jeopardy.

Want to enter your ride for the show 'n' shine? Enter on the day or sign up in advance by contacting Adrian at adrian.vaughan@timeinc.com

Rust 'n' prime / Show 'n' shine

Saturday is for all you lovers of the bare metal slammed stuff, Sunday is for those that like to polish your rides. It is free to enter, just contact Marcus.melliard@timeinc.com if you would like your VW to be part of the fun

Don't miss out on this year's most exciting show!

Castle gets ready for VW invasion!

Only £39pp
Children go free!

DOG FRIENDLY EVENT

Show shorts

DOG ACTIVITIES

All dogs are welcome! Best pooch, dog / owner lookalike competition and obstacle course make this a doggy-friendly weekend. Make sure you bring your four-legged friend, you never know they might win one of the coveted *C&B* rosettes

KIDS ZONE

Van Man leads the fun in the kids zone. Soft play, arts and crafts, circus skills and games, enough to keep the kids entertained for the whole weekend

TEA PARTY

Don't miss the tea party and family games on Sunday afternoon

KIDS BOUNCY CASTLES AND INFLATABLES

Free to use during the day, the kids will love the selection of inflatables and games we have lined up for them to enjoy

MAIN ARENA

There will be a variety of activities going on, some for you to sit and enjoy, others you can participate in

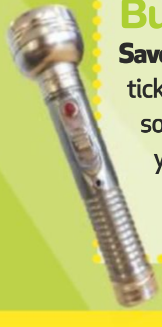
TRADE STANDS AND SWAP MEET

Loads of traders will be on site, selling everything you could need for your VW

Live music all weekend

We have lined up the perfect mix of music to soundtrack your weekend, with a great selection that will get everyone up on their feet and dancing. On the main stage, the not-to-be-missed Carnival Collective – a 30-piece band playing uptown funk and dance – are a surefire winner if you love a bop. Björn Again, one of the UK's leading ABBA tribute acts, will be adding a bit of glam to proceedings, followed by a trip to the material world of 'Tasha Leaper as Madonna, while Funkin' Skunks will take us back to the '80s with their reggae and ska set. Star Tribute will be joined by VW show favourites, Vision Tech Beats, plus the Pantasy Steel Band, Kevin Pearce and, back by popular demand, the Birmingham Blues Brothers. Meanwhile, on the new for 2015 *VWt* stage in the bar, we will have live music and a karaoke competition for the uninhibited *

* Line up subject to change without prior notice



Buy in advance, bag a free torch!

Save £6 and get a free *C&B* torch! An advance weekend ticket costs just £39, a saving of £6 on the on-the-day price, so don't delay, order yours today. As an added bonus, if you book before the end of July, we will send you a *C&B* torch, plus some show stickers, absolutely free. To book tickets, head to www.vwcamperandbus.com

Book now: www.vwcamperandbus.com/show

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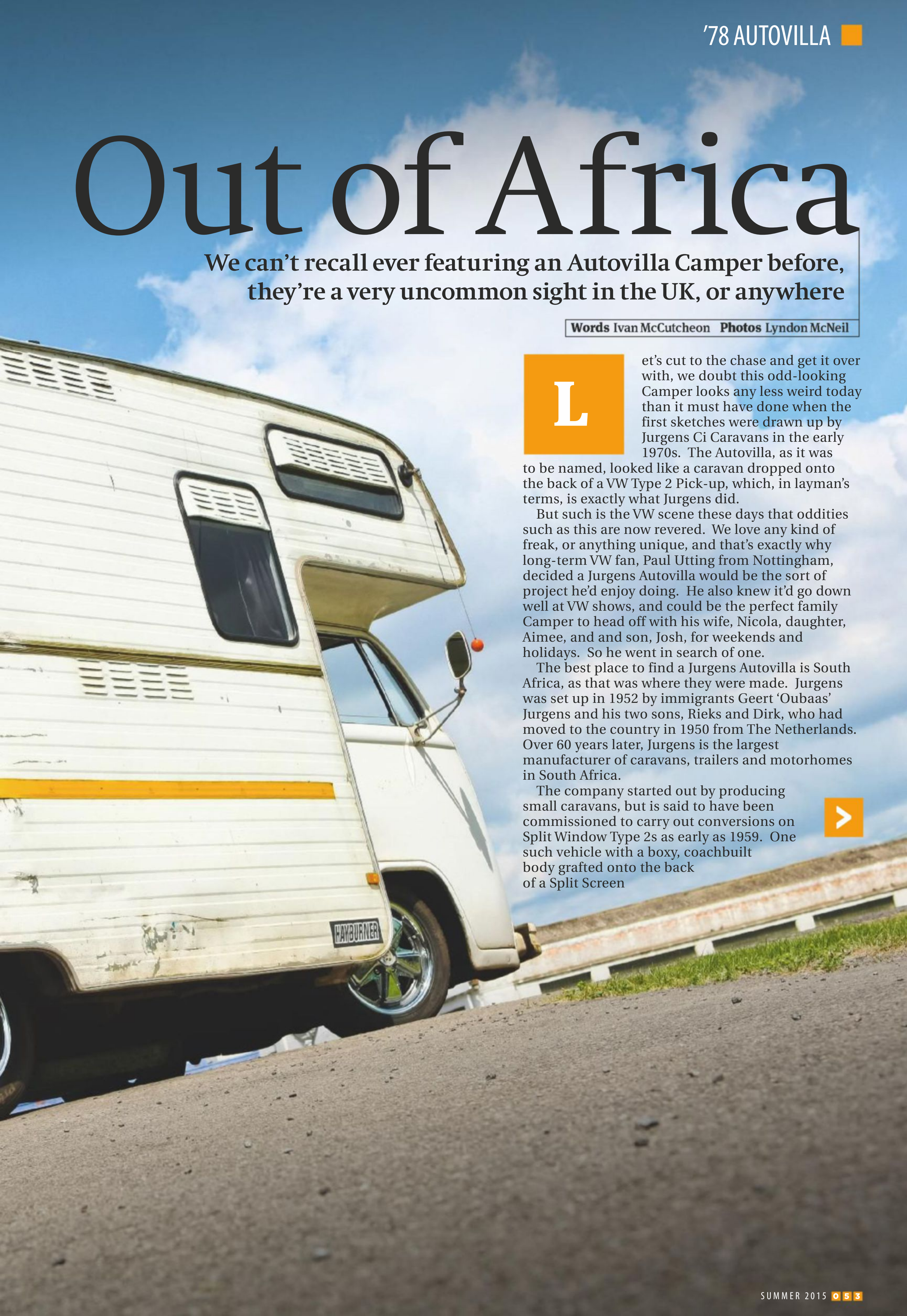


Out of Africa

We can't recall ever featuring an Autovilla Camper before, they're a very uncommon sight in the UK, or anywhere

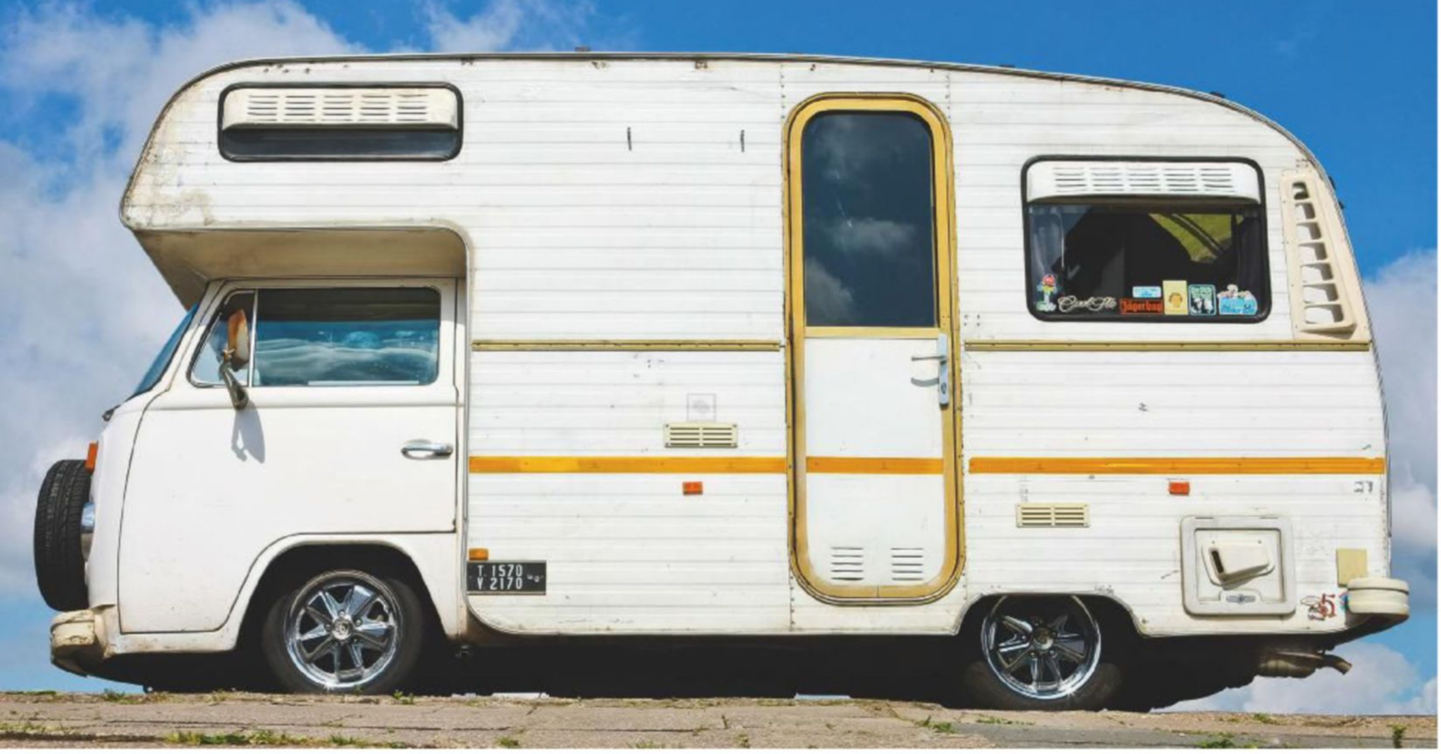
Words Ivan McCutcheon **Photos** Lyndon McNeil

Let's cut to the chase and get it over with, we doubt this odd-looking Camper looks any less weird today than it must have done when the first sketches were drawn up by Jurgens Ci Caravans in the early 1970s. The Autovilla, as it was to be named, looked like a caravan dropped onto the back of a VW Type 2 Pick-up, which, in layman's terms, is exactly what Jurgens did.

But such is the VW scene these days that oddities such as this are now revered. We love any kind of freak, or anything unique, and that's exactly why long-term VW fan, Paul Utting from Nottingham, decided a Jurgens Autovilla would be the sort of project he'd enjoy doing. He also knew it'd go down well at VW shows, and could be the perfect family Camper to head off with his wife, Nicola, daughter, Aimee, and and son, Josh, for weekends and holidays. So he went in search of one.

The best place to find a Jurgens Autovilla is South Africa, as that was where they were made. Jurgens was set up in 1952 by immigrants Geert 'Oubaas' Jurgens and his two sons, Rieks and Dirk, who had moved to the country in 1950 from The Netherlands. Over 60 years later, Jurgens is the largest manufacturer of caravans, trailers and motorhomes in South Africa.

The company started out by producing small caravans, but is said to have been commissioned to carry out conversions on Split Window Type 2s as early as 1959. One such vehicle with a boxy, coachbuilt body grafted onto the back of a Split Screen



Karmann of Osnabrück made their own version of the Autovilla under licence from Jurgens. The German version was known as the Karmann Gipsy

cab has recently been posted on the internet as a product of Jurgens. With no reason to doubt this claim, it is possible this vehicle gave Jurgens the idea for the Autovilla, although it was over a decade later before the first production example hit the market.

When the first ones were built in late 1973, it was obvious Jurgens called on their experience in caravan manufacturing processes. You only had to look at one to confirm that! Jurgens took the Bay Window VW Single Cab and stripped the body away from the rear of the cab to the back bumper. The frame for the Camper body was built up on the VW chassis from South African pine and aluminium, with lightweight aluminium panelling for the bodywork. Bearing this in mind, we're amazed there are any left at all 40 years on. Why do we say this? Well, the Autovilla is wider than the normal garage and also taller than one, so as they wouldn't fit in one they tended to live outside in the elements. The element of rain is the one to be concerned about as the aluminium body panels and components are screwed, or nailed, to the wooden frame and each and every one of them was a route for water to ingress deep into the frame. In time, this caused rot to develop in the wood. Although any such water damage and rot may not even be visible from outside, it is the main weakness of the Autovilla, the Achilles' heel, and it's a headache worse than any migraine for owners when the grim truth is uncovered.

> “Jurgens called on their experience in caravan manufacturing”

Something different

But when Paul went in search of an Autovilla in South Africa, this fact hadn't crossed his mind, all he was interested in was getting something a bit different. Buying and exporting one wasn't a big deal to him, as he had already shipped a few Buses in from the country previously. These included a Split Screen Samba once used to take tourists on safari around a national park. On the subject of the 1978 Autovilla you see here, he told us: “It was cheap, really, really cheap. I think it was £1,500 all in by the time it was here in the UK.” If you think that sounds implausible, Paul says he was able to keep the shipping costs down as he brought in several other VWs with it. This was about six years ago now, and at the time it had none of the original camping interior left in. It also had a water-cooled engine conversion, but it wasn't a VW engine, so that definitely wasn't staying.

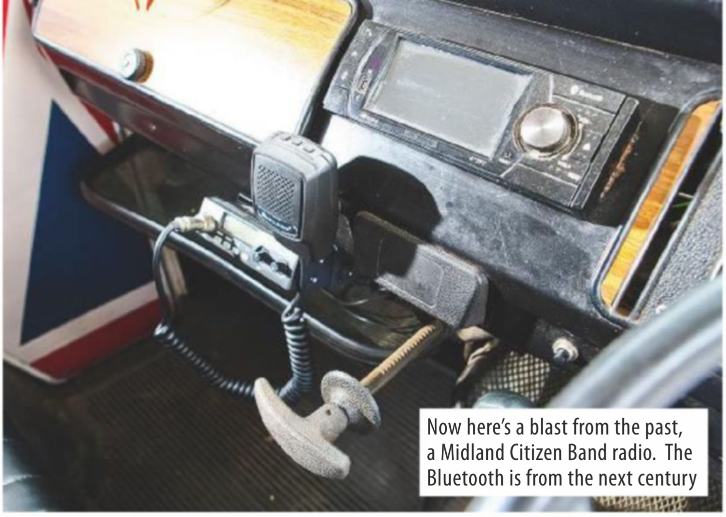
“The idea was to turn it into something that really stood out,” Paul told us. “I wanted to lower it, fit a narrowed beam to tuck the front wheels right in, add some cool alloys and make it something that would get people talking at the Brad's stand at shows.” Ah, the Brad's stand… We need to fill you in here, as Paul has been a stalwart member of the team that put so much time, effort and work into the Brad's Cancer Foundation, a charity spawned from the VW scene that has done an amazing job over the years raising money to help children afflicted with the disease. The Autovilla was destined to be their base at events. But there is a but…

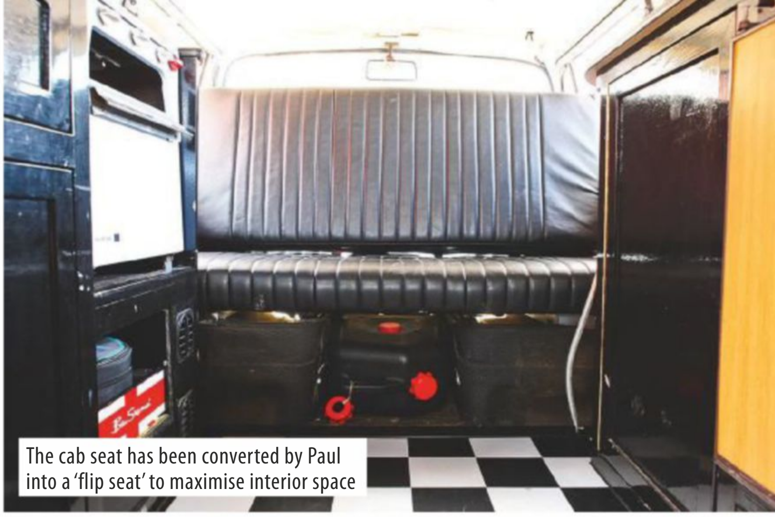
TECH INFO

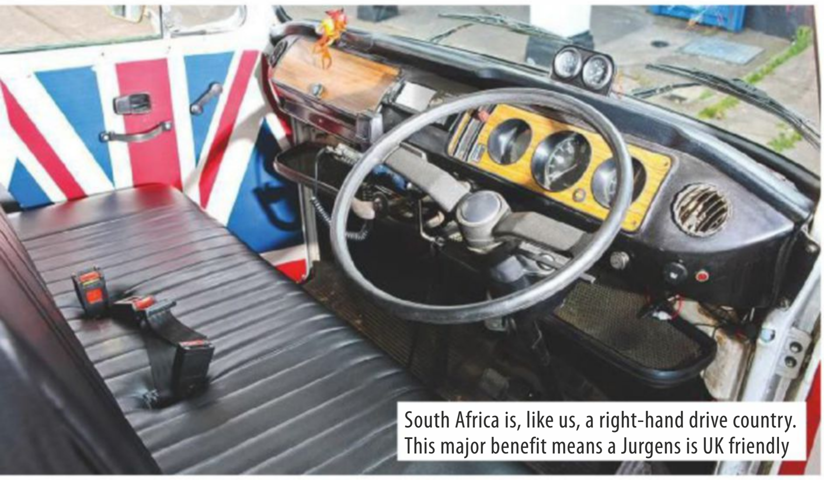
BODY: 1978 Jurgens Autovilla, based on RHD South African Bay Window Pick-Up
ENGINE: VW Mk3 Golf 1896cc AAZ turbo diesel (water cooled)
GEARBOX: stock 091 IRS
SUSPENSION: Slamwerks 4-inch narrowed front beam; KYB gas shocks; two spline rear drop
WHEELS AND TYRES: SSP chromed Fooks, 175/50 x 15 front, 195/60 x 15 rear tyres

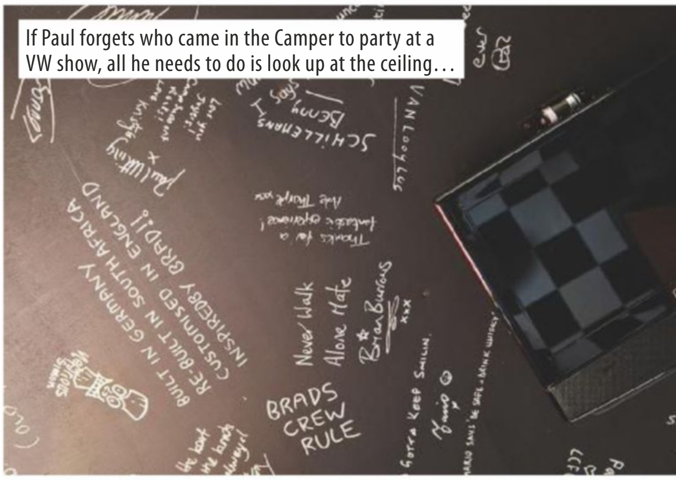
Jolly rotten

Now, remember what we said earlier about the predilection the Jurgens Autovilla has for rot in the wooden framework? Well, Paul was to find his one had suffered this fate, in a big way. The only way forward was to strip the outer aluminium skin off and replace every single piece of rotten wood. “When we took the panels off we found the wood was very rotten,” Paul recalls. “It was surprising to find even the main sills were made of wood, and these were in a bad way. After replacing the main frame, we made new, stronger, aluminium replacement sills.” Paul also added more strength to the structure as he was concerned about the safety of the Autovilla should the unthinkable ever happen. “I kept thinking

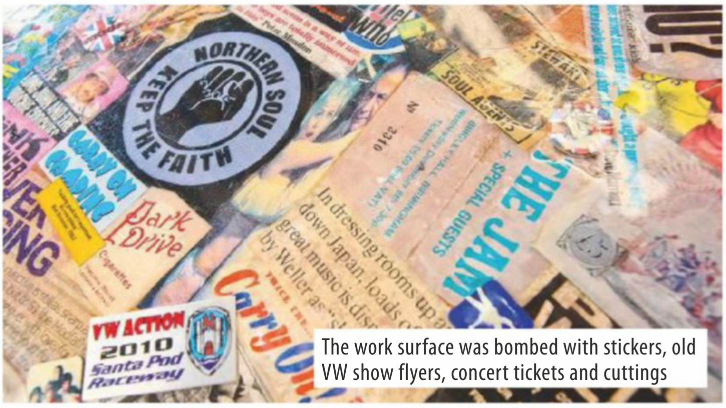

Now here's a blast from the past, a Midland Citizen Band radio. The Bluetooth is from the next century


The cab seat has been converted by Paul into a 'flip seat' to maximise interior space

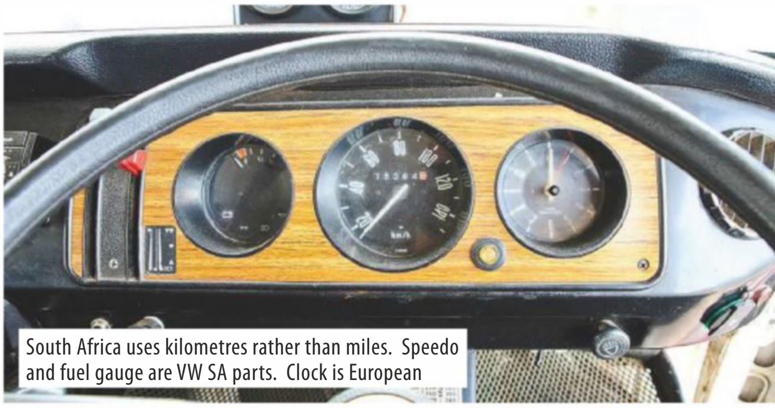

South Africa is, like us, a right-hand drive country. This major benefit means a Jurgens is UK friendly

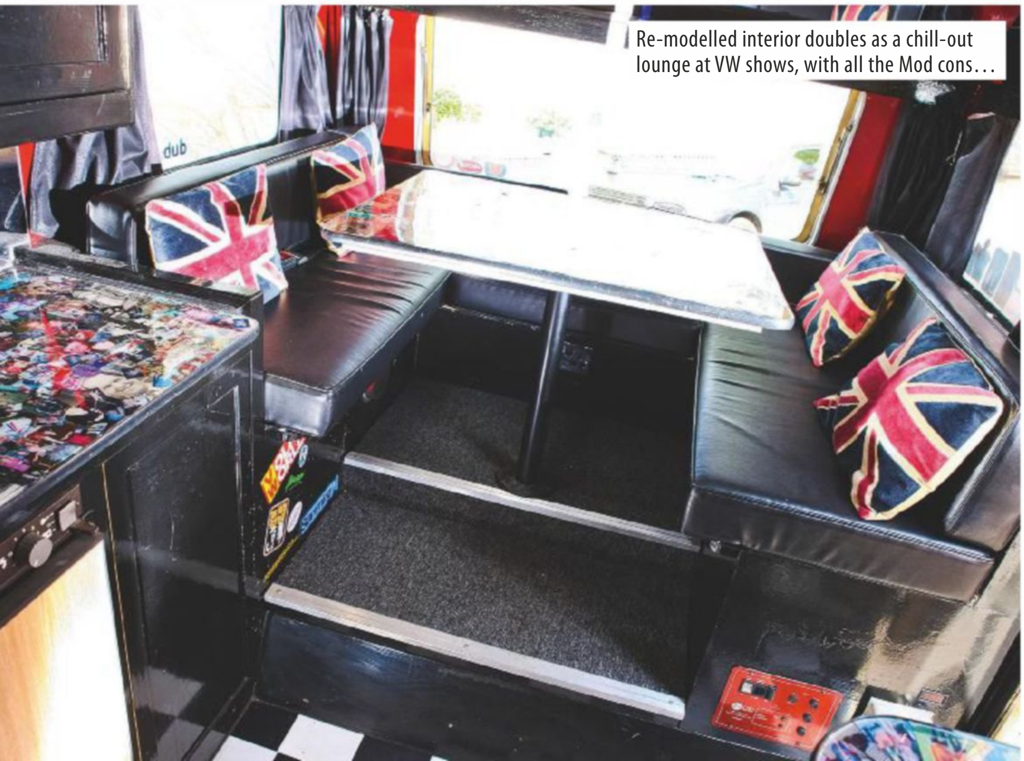

If Paul forgets who came in the Camper to party at a VW show, all he needs to do is look up at the ceiling…

BUILT IN GERMANY
RE-BUILT IN SOUTH AFRICA
CUSTOMISED IN ENGLAND
INSPIREDBY GRADI
SCHILLEMANS
VANLOOY
Never Walk Alone Mate
Brian Burrows xxx
BRADS CREW RULE
Gotta Keep Smilin


The work surface was bombed with stickers, old VW show flyers, concert tickets and cuttings

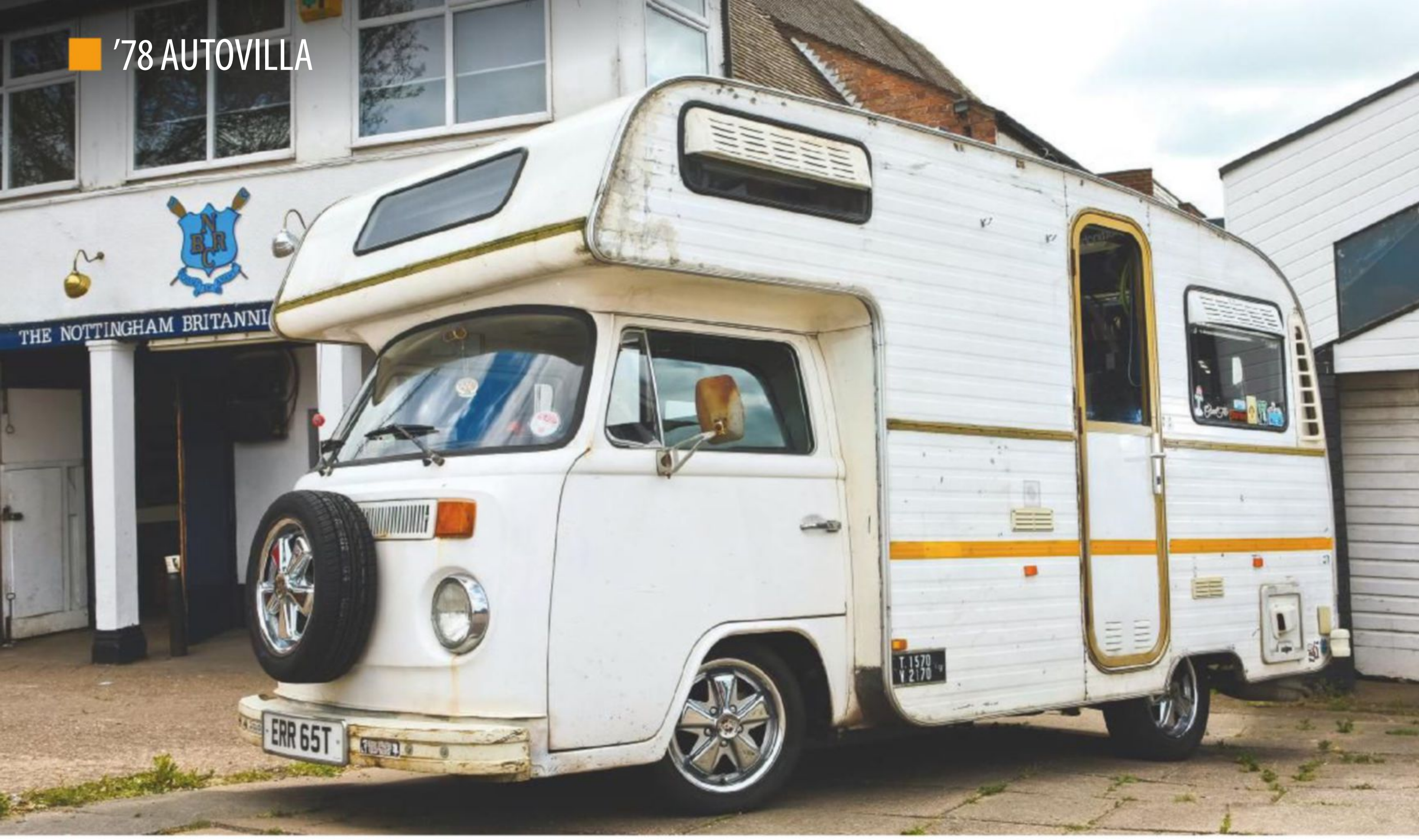
NORTHERN SOUL
KEEP THE FAITH
THE JAM
Dark Drive
VW ACTION 2010 Santa Pod Raceway


South Africa uses kilometres rather than miles. Speedo and fuel gauge are VW SA parts. Clock is European


Re-modelled interior doubles as a chill-out lounge at VW shows, with all the Mod cons…

Golf 1.9-litre TDi conversion may raise a purist's eyebrow, but it helps on the hills

Owner-added intercooler and external oil cooler are the key to keeping things cool



Although not unique in the U.K. this Autovilla is unique in its own way thanks to lower stance and cool rims.

BEHIND THE WHEEL

What's it like to drive? Well, to be honest it drives really well. It ain't brilliant in the handling department, but what do you expect? Even though it's low, the front tubs mean you can drive it like a normal vehicle. On motorways the slab sides mean crosswinds affect progress and lorries pull you in and spit you out again as they pass you, so you have to keep your wits about you, but then that's not that different to any other VW Camper!

The AAZ diesel engine is perfect as it's economical and has a good amount of torque to push it along.

> "I built a strong rollcage into the rear… so I know the kids'll be safe"

about an episode of *Top Gear* I had seen in which they fired a car through a caravan, and the mess it made. So I fabricated and built a strong rollcage into the rear of the frame, so I know the kids'll be safe.

When rebuilding the Jurgens bodywork, Paul re-fitted the original panelling as it was as he wanted to keep the scuffs, scrapes and old repairs, telling us he prefers the aged look and war wounds.

We've already told you the camping interior was pretty well non-existent, and what was there was, to quote Paul, "shot!" In one way this is a shame, as the design, spec and quality of the Jurgens interior was what made the Autovilla such a great Camper. The original spec would have included a gas fridge, two-burner stove and oven, hide-away sink, which hinged out from a cupboard, a draining board, rubber-backed wall-to-wall carpets, a toilet / shower compartment with washbasin, fluorescent lights, roller blinds, mosquito screens on the roof vent and windows, a full set of Jurgens logo'd china crockery, rally canopy, poles, pegs and even a hammer.

Originally, the Autovilla sleeping arrangement would have either a double bed or two single bed configuration with another single bed, and a hammock to accommodate as an optional extra. The Uttings looked at photos of the original conversion and, as paul put it, "Worked out what we wanted in *our* Camper. Did we really want a shower? No. I had a load of plywood and timber left over from a job, so used this to make the cabinets, then added a Zig unit, fridge and an oven, so we've got the lot." Paul painted the furniture gloss black, bombed the work surface with stickers and old event and concert tickets, then carried the black theme on to the seat covers and curtains.

Paul is especially proud of the front cab seat as, rather than having a pair of fixed seats, he has converted a bench seat into a flip seat, a bit like the old '60's Westfalia seat. It was a lot of work but he reckons it has transformed the vehicle and really makes the most of the space available. In fact he rates this as the best mod in the Camper.

Slamming and narrowing

For the slamming and narrowing part of the project, Paul went to Guy and Tim at Slamwerks in Derby. The brief was to get it as low as possible, but for it to still be a useable family Camper, so they fitted a four-inch narrowed beam, tubbed the front wheelarches and made it as low as it is. Paul then added a set of polished Fuchs alloys and, looks wise, it was sorted.

Now it was just down to the engine, and for this Paul went for a 75bhp VW 1.9 AAZ turbo diesel. The conversion took a fair amount of work, specifically in terms of sorting the cooling side of things. Paul had to experiment with various set ups but ended up fitting a radiator up between the chassis rails, a remote oil cooler and intercooler and says it now runs perfectly. He was quick to point out that the AAZ engine was simple to work on.

Since puyting the Autovilla back on the road, Paul and his family have enjoyed countless nights in it, both at VW shows and getting away from the grind at weekends. They have also spent their holidays in it and love their quirky Camper, especially the fact there's never another one like it on the campsite!

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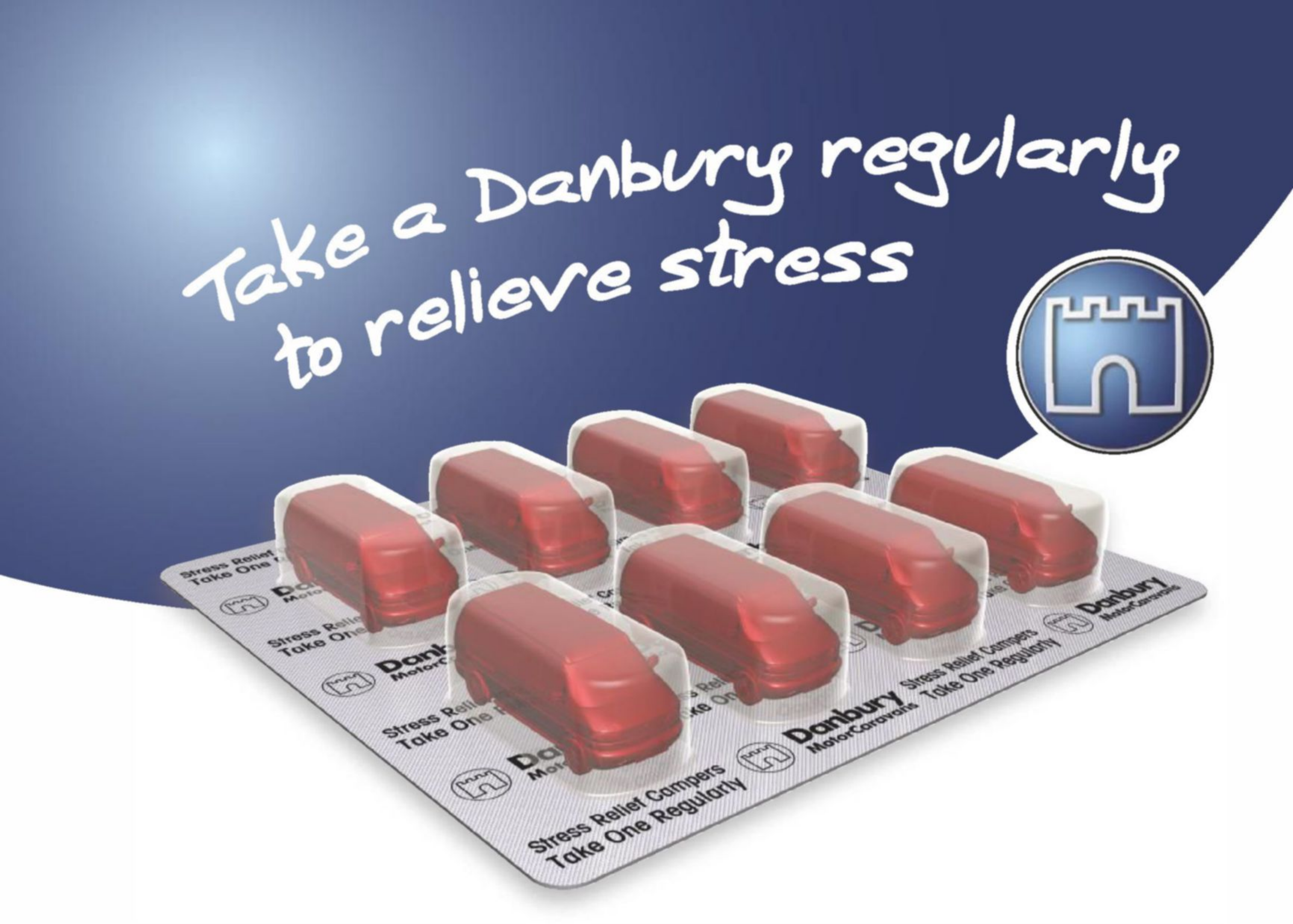
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The benchmark

When searching for the right VW to buy, an unmolested, original paint car is the perfect starting point for pretty much any project, stock or modified

Words Matt Keene **Photos** Michael Whitestone

Buying a classic VW can be a bit of a roller coaster ride, especially if you are are new to the scene, or aren't particularly mechanically minded. There are myriad anecdotes out in internet cyberspace of people handing over small fortunes for what they perceived to be 'solid' or restored cars, only to find, six months down the line, that their pride and joy is rotting before their eyes. You see, a shiny paint job can hide a multitude of sins that can end up costing thousands of pounds to put right. Glass fibre, chicken wire and body filler are the artful bodger's favourite tools, and these products are easily applied and sculpted to replicate sections of body panels. Add a nice new coat of paint over the aforementioned, and you have a vehicle that may fool the untrained eye, but come the next MoT will have you crying into your wallet.

We guess what we're saying is it really pays off in the long term to start right at the very beginning and buy a solid project car, even if it's not as bright and shiny as some of the other s you might have looked at. But how do you know a 'good'un' when you see one? Hopefully, this feature well help you start out on the right footing.

Originality is important to some people, so this is always a factor to be considered when viewing a classic VW. With the thousands of changes made to the Beetle over the years, it's not uncommon for later parts to be fitted to earlier cars to keep it on the road. This may be fine if you want to build a custom, but the more original a car is, the better the chance of it being a good'un. Also, beware cheap, partially stripped cars, as purchasing all the missing parts can cost you dearly in both time and money.

Ultimately, everyone has a budget, but whatever you want to build, starting out with a genuine, unmolested car will be a wise choice, and will almost certainly save you money in the long run. ■

“The kind of rust to walk away from is the kind that ‘crunches’”

This beautiful, unmolested, ex-Swedish, 1958 Deluxe is the ideal canvas for just about any project. It is superb as is, a simple restoration project or the perfect base for a Resto Cal, Cal Look, whatever...

WHAT TO LOOK FOR

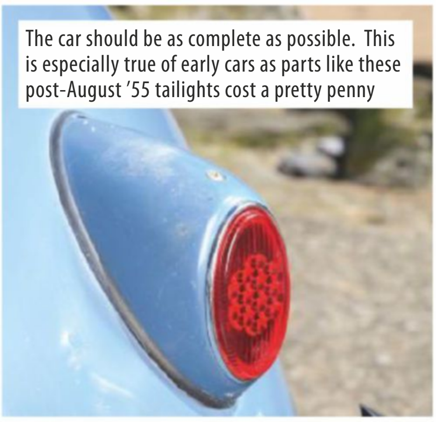
Whilst some may not ‘get’ the idea of apparently rusty cars winning favour in our little hobby, there are many who understand, and indeed cherish, such vehicles. There’s provenance attached to an unmolested car that cannot be replicated. Whilst a bit of surface rust may put some people off, the presence of original, factory paint generally shows a car hasn’t been the subject of poor repairs over the years. If such a car does need some repairs, it’s a blank canvas to begin with.

So, how do you know if a car is original paint and unrestored? First and foremost it’s a feeling. A good, solid car won’t be trying to hide anything. You should still check all the usual areas that succumb to rust – the spare wheel well, front and rear inner wings, bumper hangers, heater channels, a-post bottoms and under the rear seat. A good, original car won’t have any evidence of overspray, or a different colour anywhere. If anything, it will have some dry spots, maybe even some factory primer showing in places. A little surface rust shouldn’t put you off as this can easily be kept at bay with proprietary rust inhibiting products such as Waxoyl. The kind of rust to walk away from is the kind that ‘crunches’ with a push of a finger.

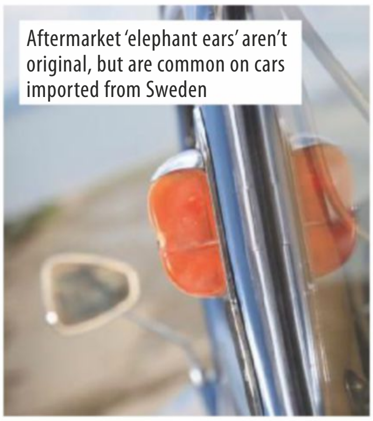
Mechanically, air-cooled VWs are pretty simple, and most parts are available for them, so don’t worry too much about this side of things. However, a thorough inspection of all mechanical items is a good idea to ascertain their integrity. Again, even on a high mileage car that needs restoring, the presence of original, genuine VW parts, suggests a car that hasn’t just been bodged to keep it on the road.

Check the interior just as thoroughly as the rest of the car. A good, original interior is always a plus point. Are all of the seat covers, door cards and carpets in good order? Could they be brought back to life with a simple scrub up, or do they need replacing? Are the switches and gauges original? Has the dash been cut for a modern stereo? All these factors should affect your decision and, ultimately, your offer.

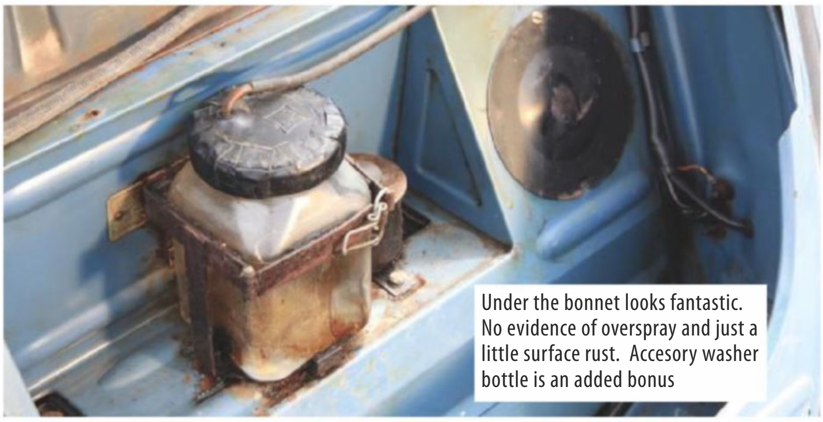
Finally, have a clear goal of what you want. If you want a stock car, it doesn’t make sense to buy a heavily customised one. But if you want to modify one, you’ll never go wrong starting with a good, clean stocker like the one shown here. This may be the dream find, but buy a car as close as you can get to this and you won’t go far wrong. ■



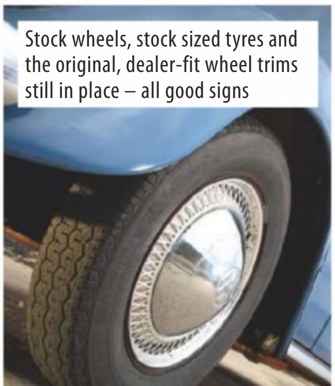
The car should be as complete as possible. This is especially true of early cars as parts like these post-August ’55 tailights cost a pretty penny



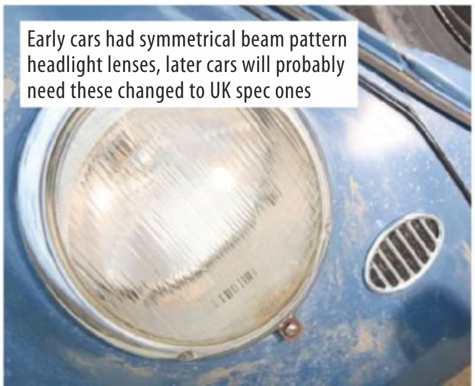
Aftermarket ‘elephant ears’ aren’t original, but are common on cars imported from Sweden



Under the bonnet looks fantastic. No evidence of overspray and just a little surface rust. Accesory washer bottle is an added bonus



Stock wheels, stock sized tyres and the original, dealer-fit wheel trims still in place – all good signs



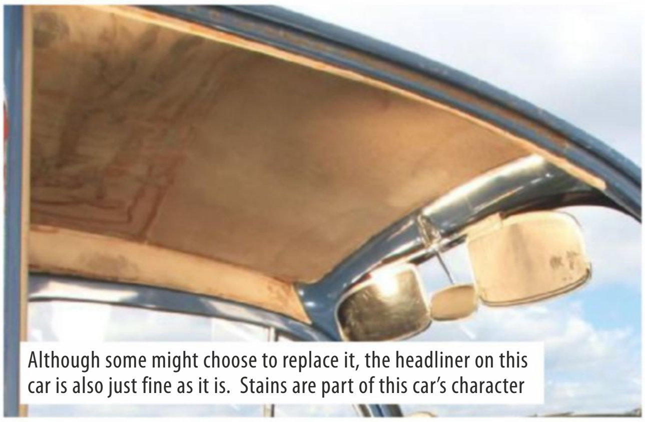
Early cars had symmetrical beam pattern headlight lenses, later cars will probably need these changed to UK spec ones

Inspect under the bonnet area carefully as a respray is very hard to hide here. Check up behind the dash, and take the opportunity to look over the wiring, too

Accessories can add value to any vintage Volkswagen. Expect to pay a premium for any add-ons, such as this luggage rack

An original interior like this is a restorer's dream. Good repro stuff is available these days (at a cost), but it can't be original twice

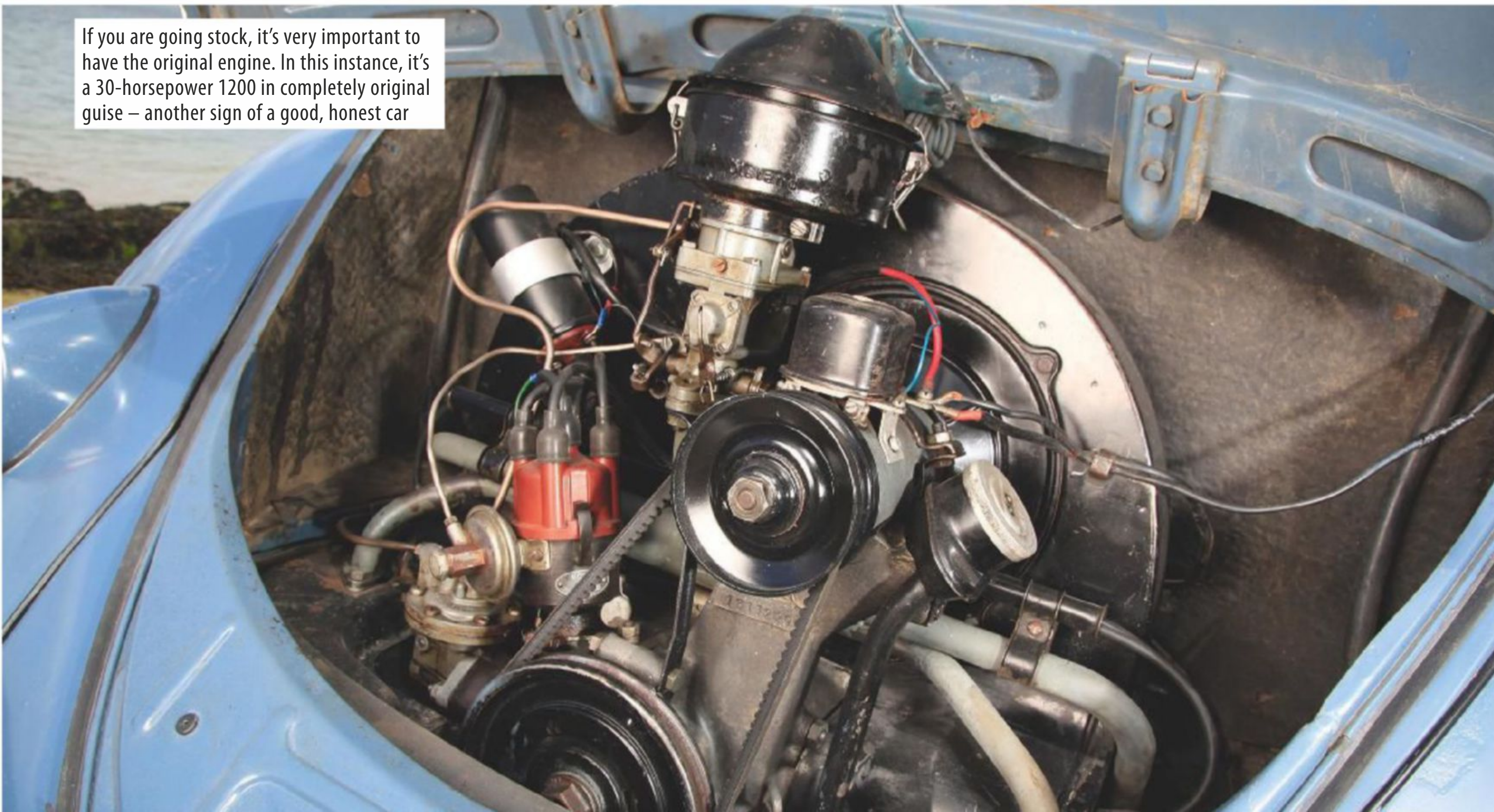
Additional seat belts are a nice period touch, and make the car instantly useable



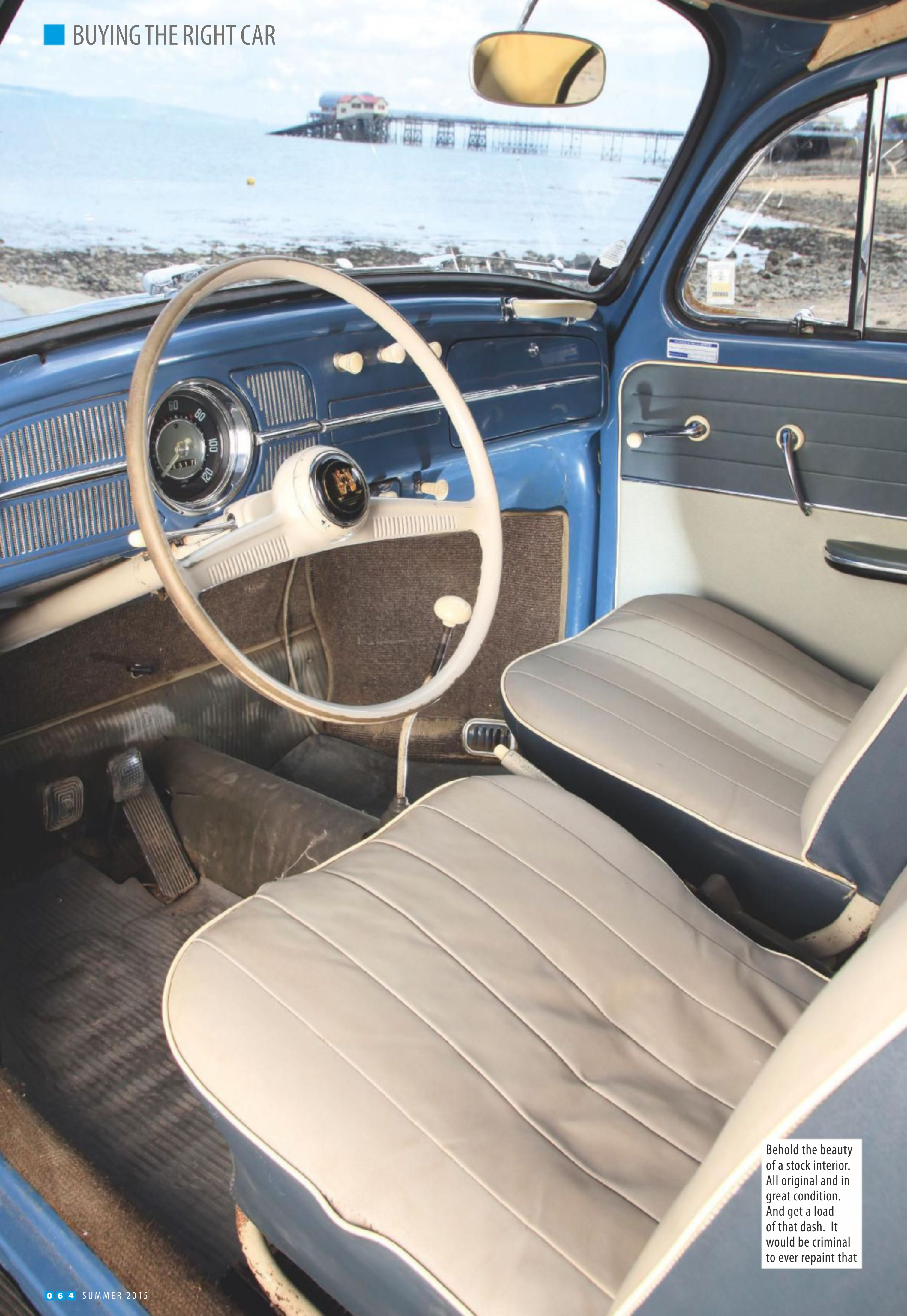
Although some might choose to replace it, the headliner on this car is also just fine as it is. Stains are part of this car's character

KONTROLL-BESIKTNING
1975

Last on the road in 1975, this Swedish import is a genuine barn find, dry stored until last year



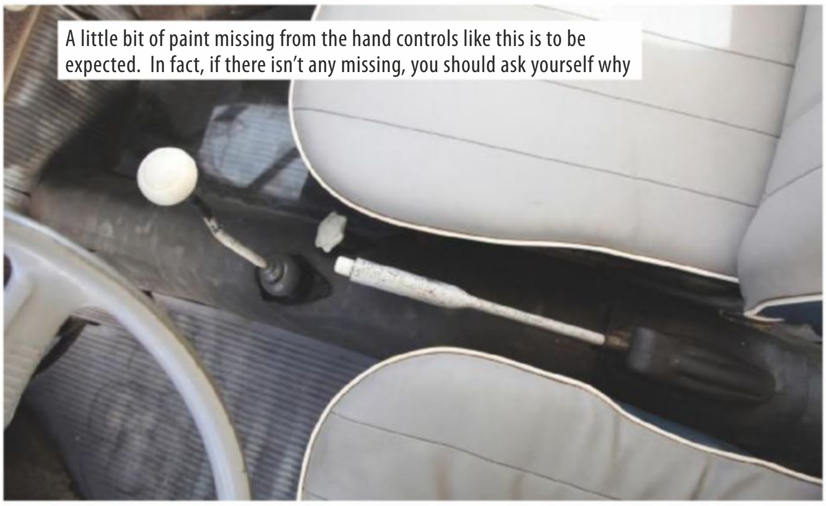
If you are going stock, it's very important to have the original engine. In this instance, it's a 30-horsepower 1200 in completely original guise – another sign of a good, honest car



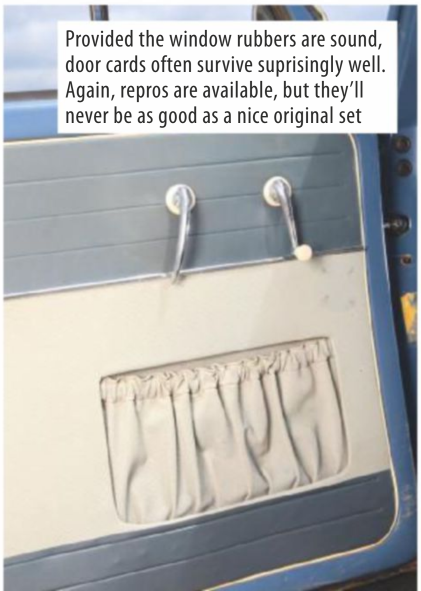
Behold the beauty of a stock interior. All original and in great condition. And get a load of that dash. It would be criminal to ever repaint that

> “It’s up to you to decide what you are prepared to pay”

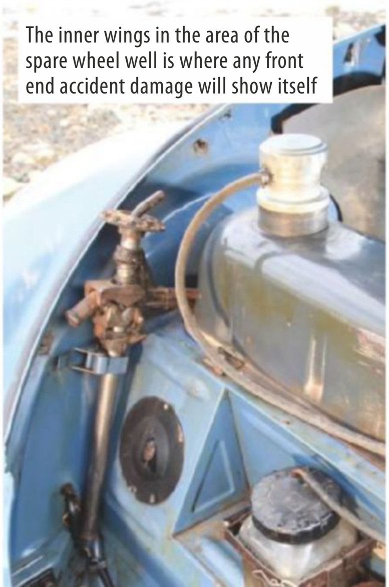
Thanks to FBIVW (www.fbivw.com) for their help with this feature and for allowing us to shoot their amazingly original ‘58 Beetle



A little bit of paint missing from the hand controls like this is to be expected. In fact, if there isn’t any missing, you should ask yourself why



Provided the window rubbers are sound, door cards often survive suprisingly well. Again, repros are available, but they’ll never be as good as a nice original set



The inner wings in the area of the spare wheel well is where any front end accident damage will show itself

HOW MUCH TO PAY

Now here’s a tricky subject that at best can be described as subjective. There are myriad factors that determine a car’s true value, but let’s start with the obvious: what year is the vehicle? A Split Window Beetle is generally more valuable than an Oval Window Beetle, a post-August 1955 Oval is less valuable than a pre-August ’55 one and so on, with 1970’s cars generally the least valuable of all. However, originality is a key factor. A completely original vehicle in great condition will generally command a higher price than a restored car, but then a ‘properly’ restored car – by that we mean one done by a reputable shop, or a skilled individual, using new old stock (NOS) and / or genuine VW components may well be put up for a higher price.

Options and accessories can affect a vehicle’s value greatly. A factory sunroof car will attract a premium over a comparable tin-top version, and a Cabriolet of the same vintage will command a higher price still. Accessories? Some are worthless junk, but a period radio in a Split Window Beetle? That’s a couple of grand in value over a simple blanking plate. Similarly, if a VW sports some vintage performance parts under its decklid, this will up the value considerably. Provided the seller knows it’s there of course.

Ultimately, though, any car is only ever worth what somebody is willing to pay for it. There are a lot of chancers out there these days putting cars up for sale at what we consider hugely inflated prices, so it’s up to you to decide what you are prepared to pay. In order to help you decide, check as many adverts as possible to compare prices. There are plenty of good internet-based VW classifieds out there, and by doing a little research beforehand, you can arm yourself with a solid price knowledge base.

As an example, the ’58 Beetle shown here was advertised for sale by UK trader, FBI VW, for £8,000. Believe us, it is every bit as good and original as it looks and, on that basis, we feel it is pretty much on the money in the current climate. If you’re new to VWs, consider this car the benchmark. ■

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We loved this Oval with fender skirts courtesy of *Hayburner*'s Ned Faux

Loving the wide-5 Fuchs reps and stars and stripes theme on this battered 11-window Split

Generation game. '50's, '60's and '70's Beetles all rubbed shoulders in the show 'n' shine area

Stonor Park

To VW Expo we did go

Words James Peene **Photos** James and Steve

How terribly, terribly English to always mention the weather, but there's no getting away from the fact that the forecast, and early morning rain, probably did enough to deter a great many people from coming to VW Expo at Stonor Park this year.

That can be the only explanation for the quiet overflow parking fields and low-key beginnings to this year's show, but for all those who made the effort to get out of bed on the Sunday morning of May 31and drive to Henley-on-Thames, it was definitely a case of time well spent.

Having driven straight in and parked in the picturesque grounds of the stately home, we couldn't help but feel a little disappointed by our first impressions. It certainly looked a little empty early doors, but a steady trickle of cars boosted the number of vehicles on the show field throughout the course of the day.

So, while that happened, we were free to wander off, grab a cover from the back of the Coffee Split and check out all the offerings in the swapmeet. Not needing much in the way of secondhand parts myself, I didn't feel the need to open my wallet, but was tempted by the new Hazet Assistant one vendor was selling.

Stonor Park is always a great place to find future feature cars, so that's what Steve and I concentrated on doing in the show 'n' shine field. As ever, there were some cool cars of different styles to pore over and, with that taken care of, we said our goodbyes and left before either the rain or Miss Stonor Park competition. We'll be back for more of the same next year. ■

No prizes for guessing who owns this

Check the banded steels on this fire Bus. Talk about phat with a P H!

As ever, there were a variety of cool odds and ends for sale in the swapmeet areas

Ex-Swedish Split was a lovely car and is currently for sale, too

Or £16k would but you the ex-Jonas cut-in rag Oval

Rumour has is this used to be an ambulance, for tall people

There were some unusual models in this collection

VW Blue late model Squareback looked like a good buy for someone

Desert camo was fooling no one in Henley-on-Thames

Only mad dogs and Englishmen drive Buggies

Replica 356 rear end and whale tail will make that six-cylinder fit

Beige Crossover Bay was a really clean looking example. Cool bike, too

We spent a while buffing on the wheels on this cool Ghia 'Vert. They're BTR Methods if you're wondering

Late model Bays were well represented on the show field

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Hidden treasure

You hear a lot of exciting stories about the German Mai-Käfer-Treffen, but we wanted to experience it for ourselves, so hit the road to Hanover

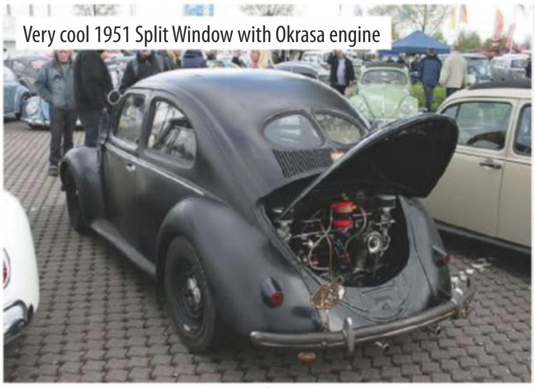
Words and photos Georg Otto

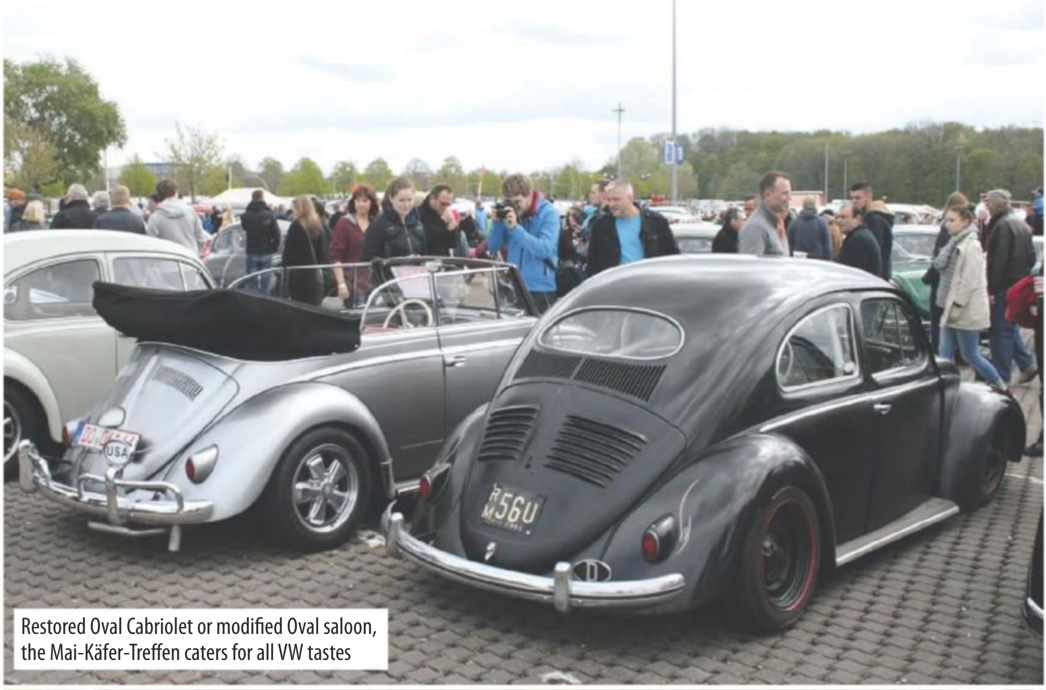
May 1st is the International Workers' Day, and a national holiday in Germany. And for the last 32 years it's also marked the start of the air-cooled VW season for the Teutones, when the Mai-Käfer-Treffen (translates to May-Bug-Show (pun intended)) open its gates in Hanover. Even though the event is the biggest one-day event we've ever been to, it's still rather unknown outside Germany.

Around 3,500 air-cooled Beetles and derivates show up in the capital of Lower Saxony and transform the car park next to the Hanover Exhibition Grounds into a sea of Volkswagens. The huge area is basically divided into three sections: swap meet, show 'n' shine and the air-cooled car park. Between the show car section and the traders is the central plaza with food stands and a huge drive-on stage. All show 'n' shine participants have to drive up there to be judged, while presenter, Otto Meyer-Spelbrink, interviews the owners. If you prefer to dig through piles of parts, the swap meet is the place to be, but beware – it's huge, and you can easily spend the whole day there!

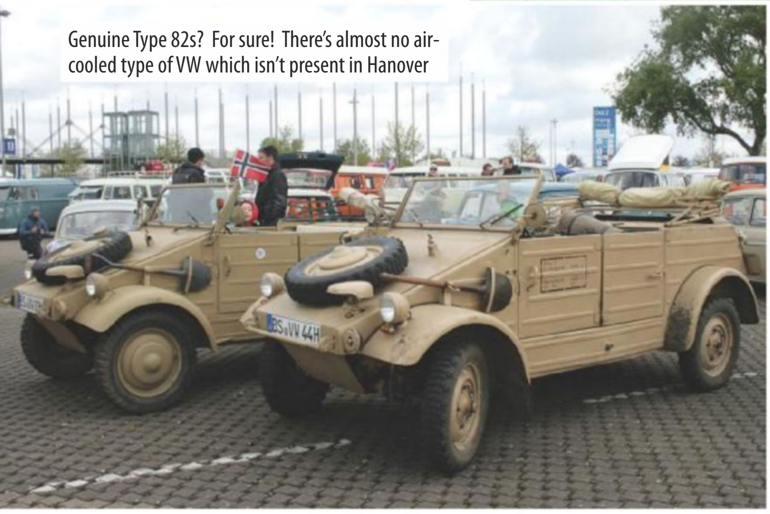
And don't plan to see everything. The show ground measures almost 2,700 feet in length and has an average width of 500 feet. The event officially opens at 6am, admission charge is €10 per air-cooled car, with passengers and visitors free.

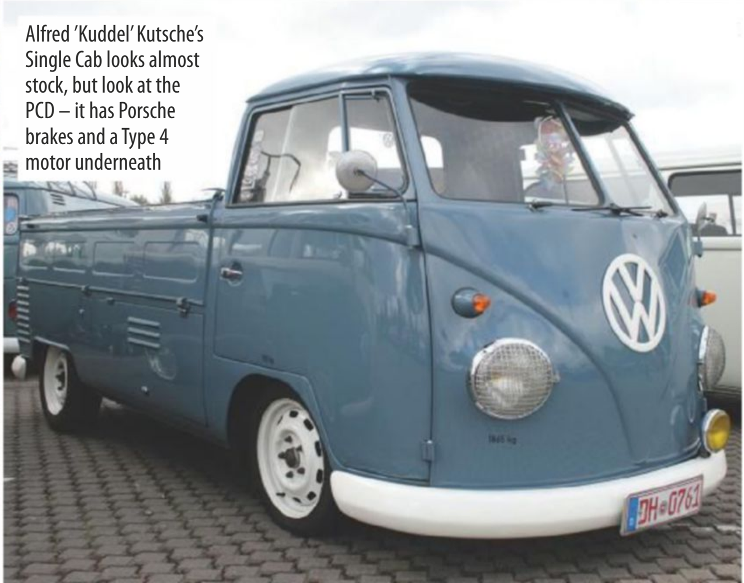
So, are you up for a journey to Germany in 2016? It's 400 miles from Calais to Hanover, so it's quite a trip for a day, but it's worth it. Especially if you come a day early and take part in the DFL May Cruise Madness cruise night (see pages 8-9). ■


Very cool 1951 Split Window with Okrasa engine


Restored Oval Cabriolet or modified Oval saloon, the Mai-Käfer-Treffen caters for all VW tastes

The Hanover exhibition grounds turn into a sea of over 3,500 Volkswagens


Genuine Type 82s? For sure! There's almost no air-cooled type of VW which isn't present in Hanover


Alfred 'Kuddel' Kutsche's Single Cab looks almost stock, but look at the PCD – it has Porsche brakes and a Type 4 motor underneath

The 1962 Resto Cal Beetle of Andre Tschörner was one of the Top 15 winners

Behind Robin Seifarth's Square is Emanuel Jeckel's Notch, which is featured on p40 of this issue

Jan Harders' Bus wowed the crowd with unusually painted Fuchs

Guess what these two have in common? Both feature Porsche six-cylinder engines!

Mehr Fahrspaß fürs Geld.
H VW86H
H VW17

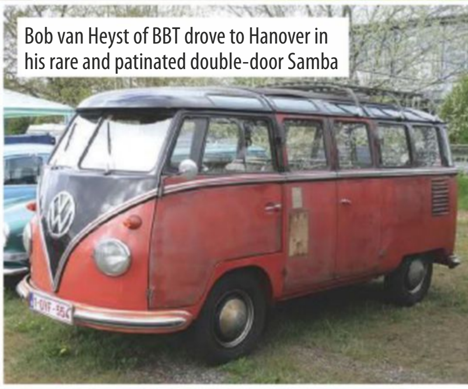
Helge Ohmes was one of over 50 professional traders in attendance, and brought a wide variety of vintage and new parts

Old Speed VWs are the in thing in Germany right now

Hardcore German Look Bugs with big Type 4s like this are few and far between these days

Arne Steffen's 911 engine-powered Panel Van was featured in *Camper&Bus* May 2015 issue

Mangels Triangulo wheels and square Ford Fiesta headlights – a German survivor from the '80s

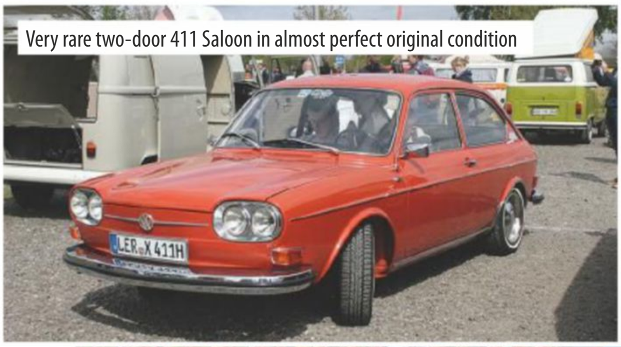


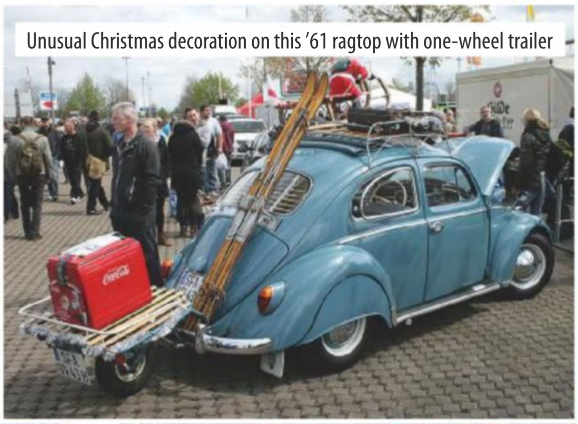
Bob van Heyst of BBT drove to Hanover in his rare and patinated double-door Samba

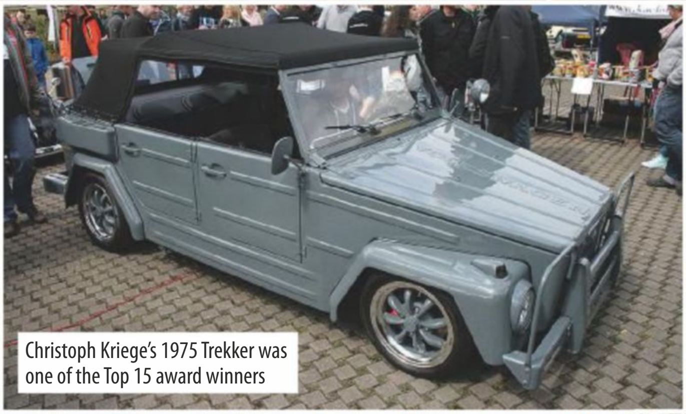
We spotted a few French cars, like this slammed Beetle with seriously narrowed beam

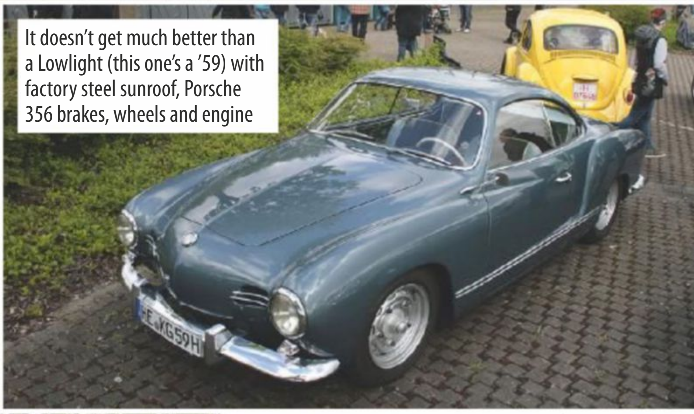
Otto Richelmann's Late Bay looks innocent, but it is hiding a 3-litre 911 motor

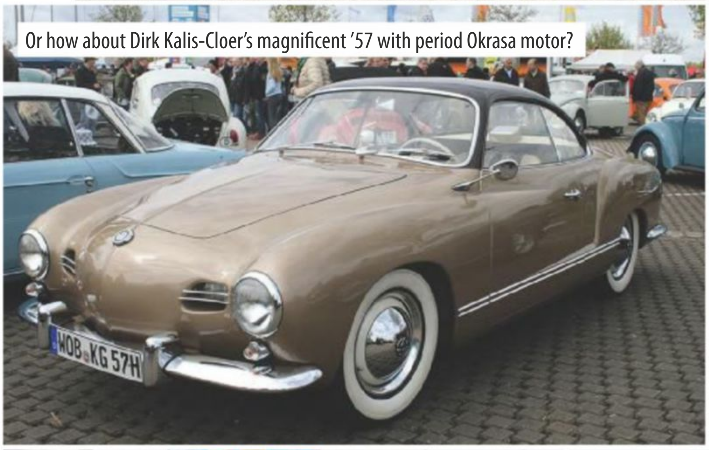
SHOW REPORT
Mai-Käfer-Treffen

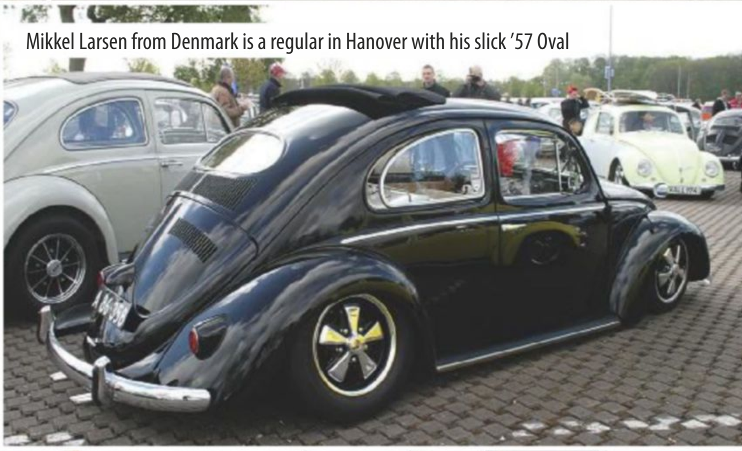

Very rare two-door 411 Saloon in almost perfect original condition


Unusual Christmas decoration on this '61 ragtop with one-wheel trailer


Christoph Kriege's 1975 Trekker was one of the Top 15 award winners


It doesn't get much better than a Lowlight (this one's a '59) with factory steel sunroof, Porsche 356 brakes, wheels and engine


Or how about Dirk Kalis-Cloer's magnificent '57 with period Okrasa motor?


Mikkel Larsen from Denmark is a regular in Hanover with his slick '57 Oval

Reinhard Wollenberg's 1974 Bay on the show 'n' shine stage
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Even with hotels near by, many people prefer camping on site
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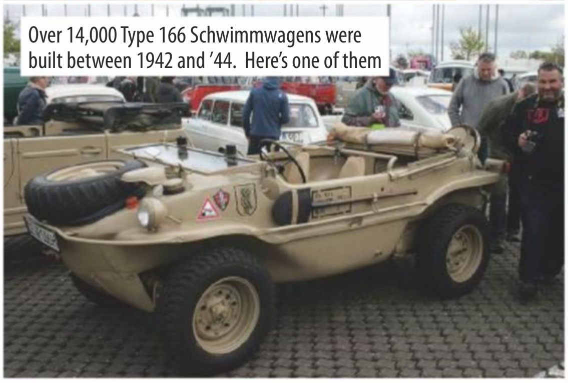
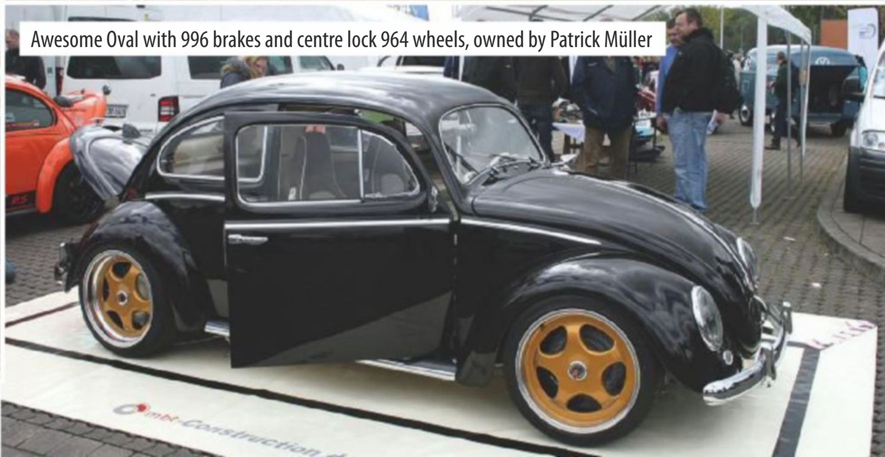
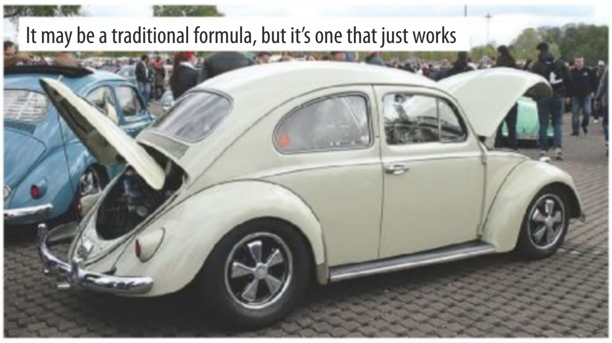

Over 14,000 Type 166 Schwimmwagens were built between 1942 and '44. Here's one of them


Awesome Oval with 996 brakes and centre lock 964 wheels, owned by Patrick Müller

Michael Moos' '64 Squareback was displayed at the Werk 34 booth



It may be a traditional formula, but it's one that just works

A white Trekker is unusual, one with BBS cross spokes all the more so

Star-Bug boss, Ringo Kaiser, brought his 2.4 Type 4-powered Split to Hanover

This Notchback of Denis Hilger is proof that late models can look good, too!

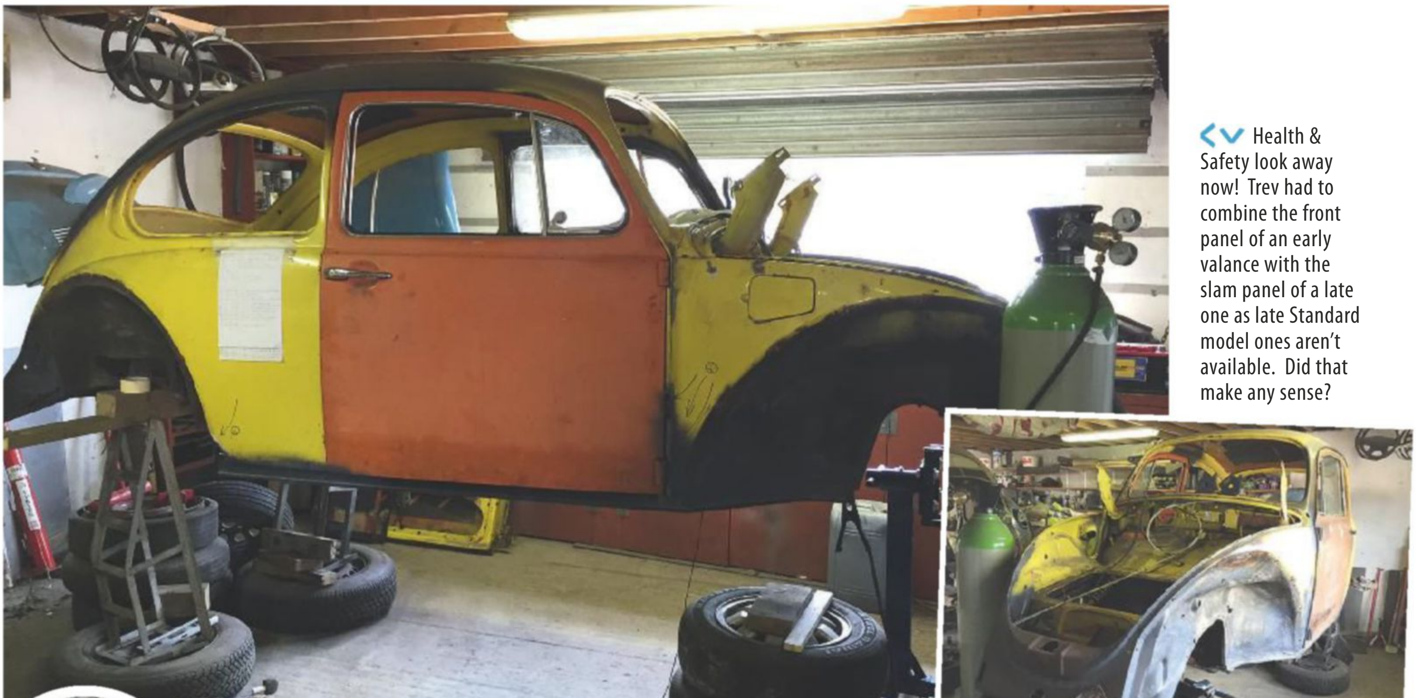
Ghias are not that common today anymore, but a black 'Vert on Fuchs is hard to resist

Beautiful '62 with 1776cc Type 1 engine is owned by 26-year-old Sebastian Loll

This never welded '61 Westy has fresh paint and rubber seals, everything else was just cleaned!

We have no idea if the lettering was original, but the Dunlop Bus looked great

REIFENHAUS SOMMER
DUNLOP
REIFEN
FÜRTH/BAY.
HALLSTR. 6



Health & Safety look away now! Trev had to combine the front panel of an early valance with the slam panel of a late one as late Standard model ones aren't available. Did that make any sense?

OWNER INFO

NAME: Cathal O'Toole

OCCUPATION: Recidivist rusty Beetle purchaser

CARS OWNED: GT Beetle, '77 Cal Look Beetle, '73 Riviera Camper

WORK THIS MONTH: Welding repairs, panel replacement, bird's nest feeding…

"We have a problem"

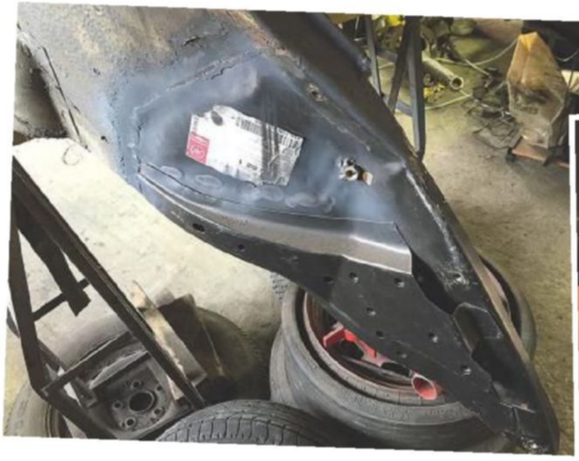
Those were the inimitable words uttered by Trevor Brady, Cathal's go-to guy when it comes to turning rust into solid metal again

When I sat down to put this month's Staff Cars piece together, I really struggled because I couldn't figure out what I could actually report on. Why? Well, the answer is simple, and comes in three letters – O, C and D.

As I have said before, my mate, Trevor Brady, is one of those people who has technical ability aplenty, but cannot, and will not, give a job anything less than 100%, despite the fact he's doing the work on my car as a hobby at home, and not as a business. What does that mean for this monthly report? Well, if you can imagine those flip books you made as a kid from the corner of your school exercise books, then you know you needed to draw lots of little pictures, each with the tiniest of changes, which individually looked like nothing was happening until you dazzled your friends by flicking through all of the pages and, like magic, a moving picture on the corner of your geography book showed your teacher picking his nose, or something equally hilarious to a prepubescent boy!

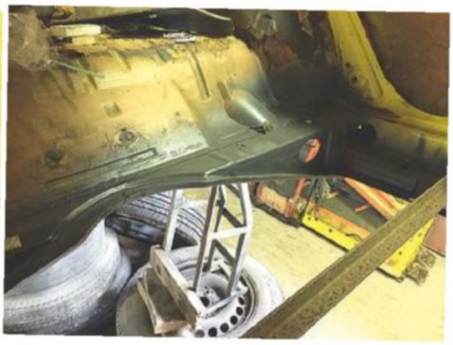
So, taking that analogy, Trev is making a flip book with my Beetle, which makes it quite difficult to report on, but also makes it the most worked-on 1977 Beetle I have ever seen. Despite me continually reminding Trev it is a less desirable model, done in a very personal taste, in a 1980's UK Cal Look style, so the value will never be that of an earlier, more fashionable car that doesn't lessen the quality of this man's work.

> "The most worked-on 1977 Beetle I have ever seen"



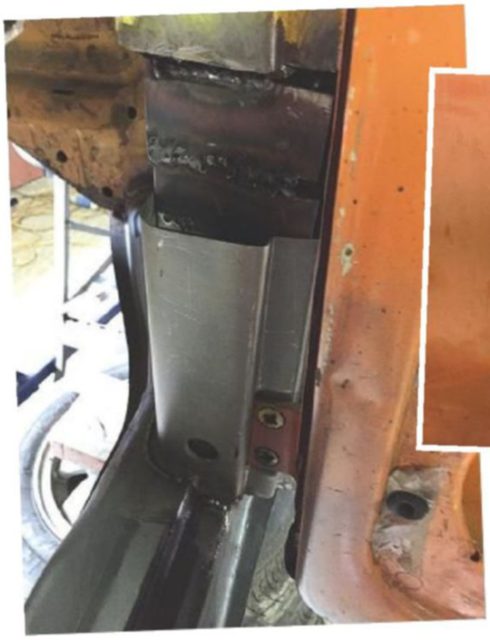
Both of the rear bumper mounts were crud, so here are the new ones in place

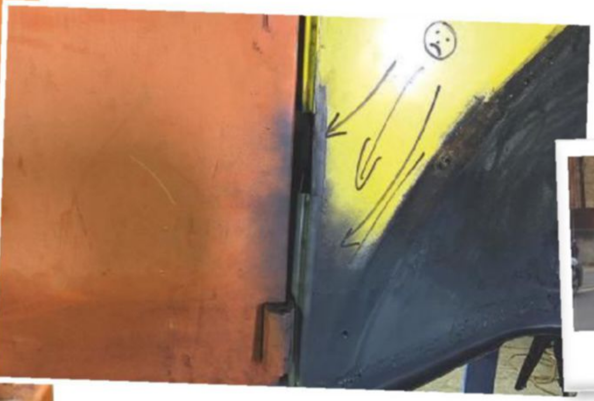
Trust me, I'm crying too Trev!



New rear crossmembers, heater channels and front bulkhead means the lower section is solid once again

'77 Cal Look Beetle





^ Thanks to previous bodges, much more of the driver side door pillar had to be cut out than expected

< The Hooky's Panel Shop door pillar repair section is tacked in place and the door bolted on to check alignment

So here's where we're currently at. The front valance is in, the front wings an f bonnet have been lined up, so we can tick that section off the list. Trev thought it would make more sense to have a removable rear valance, so he modified it, and the surrounding panels. Another modification was the design and fitting of access panels for twin carbs. I have them in my GT and wouldn't run a twin-carbed VW without them now.

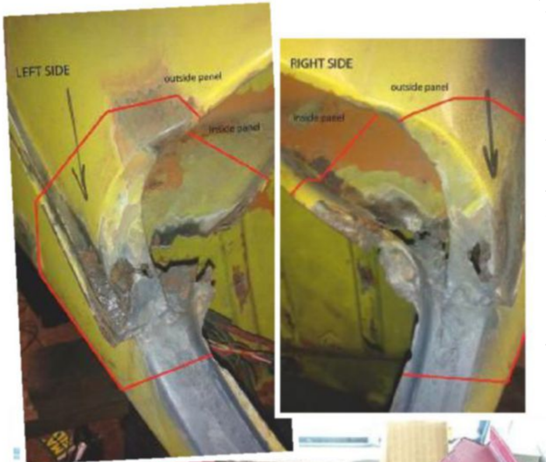
The heater channels were shot, so a new pair were ordered and now reside where once crusty and patched channels lived. The lower door pillar repair pieces are Hooky's panels and, as far as I am concerned, are the best out there. The only issue that arose with fitting them was the fact that a previous dodgy repair to the upper door pillar meant Trev had to cut away more metal than we initially thought. As a result, we had to source some extra door pillar sections. It's all in place now and ready for final welding.

Rear crossmembers were also needed on both sides, as those sections had rotted out (a common rust trap).

It gets worse…

Then one day Trev announced, "We have a problem…" The support sections at the top of the engine bay had rust in them and, rather than reconstruct them, Trev wanted to replace them completely. I was more than happy for these to be repaired because I knew sourcing replacement sections was never going to be easy. I checked my own stash and they were all rusted too, so I hit up Chris Morrice in LA who cut the sections from a donor car and, within a week, a package arrived with perfect, rust-free body cuts.

As it stands, the Cal Look is on hold while Trev focuses on the Mk1 Jetta he dragged from a ditch a few weeks before the Limerick Show. So far he's installed a TDi engine, but I was more impressed with the birdy nest in the headlight bowl which he filled with M&Ms… ■



v This is what we needed to replace and these are the rust free body cuts I ordered from Chris Morrice in L.A.

v My Cal Look is on hold while Trev plays with his Mk1 Jetta. Yep, progress is held up while he puts M&Ms in a bird's nest? Feckin' water-cooled freaks!

VOLKS WORLD PROJECT CARS

So long old friend

Owner: James Peene
Car: '66 Beetle
This month: Finally said goodbye to the Panzerfaust after eight years of loyal service. Got my garage back though! Yay

Owner: Steve Gosling
Cars: '61 ragtop, '67 Ghia, '69 Bay Window
This month: After reporting on how good the engine sounded, I then had to take it apart again as the dynamo bearings took a dump. It's now off being rebuilt

Two steps back…

Take two

Owner: Jon Gilbert
Cars: '61 Ragtop
This month: Carnage! Remember the 1500 single port I was building? Well, it broke (nothing to do with me, honest). A replacement is now in the works

Owner: Gordie Woollacott
Car: '78 Westy
This month: It was a case of out with the old and in with the older this month as my long-term '78 Westy went off to its new home, making way for my new 'keeper'

See ya!

Puzzled

Owner: Jon Robinson-Pratt
Car: Early Bay
This month: I'm putting the jigsaw puzzle of an interior back in after the MoT welding and tidy up, then it's bye bye Bay-be

Owner: Steve Parsons
Car: '61 Split
This month: After many trips getting wet feet and wiring, I've now replaced the crusty, perished, leaky front 'screen seals. And no welding needed!

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The engine is back out of the '67, and so is the gearbox

OWNER INFO

NAME: Ivan McCutcheon

AGE: 8¾

CAR: '67 Beetle

WORK THIS MONTH: You put the engine in, you take the engine out, in out in out shake it all about

Oh dear, no gears

The engine was done, then the gearbox was done in

My last project update was all doom and despair. I had been so excited about getting my Old School Cal Look '67 back on the road and ready for the '67 Heaven-themed Freddy Files even in Ninove, Belgium in March, but it all went Pete Tong. Literally at the last minute, with an MoT test and 200 test miles completed, the car was being driven back to my house when I got a call to say there was a major problem – the gearbox had gone.

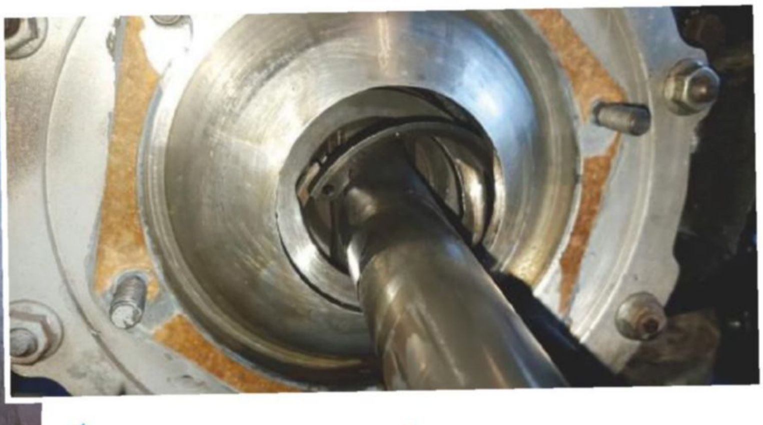
I was both gutted and furious at the same time. Looking back, I think the thing that wound me up most was that I wasn't driving the car at the time. I was so angry, I nearly blew the show out, but then manned up and realised it wasn't the end of the world and, as I was DJ-ing at the Saturday night party and choosing the car for the *VolksWorld* Best of Show award, I had responsibilities, and so had to be there, car or no car.

The downside was that in my excitement I had posted updates about the progress of the car on my facebook page, so when it wasn't there people were obviously curious. I lost count of how many people said, "Where's your '67?" Bloody facebook… Any ideas I had about putting the nightmare out of my mind and enjoying myself were nothing more than a pipe dream. Thankfully, the powerful Witkap beer makes everyone forget their problems, and their names.

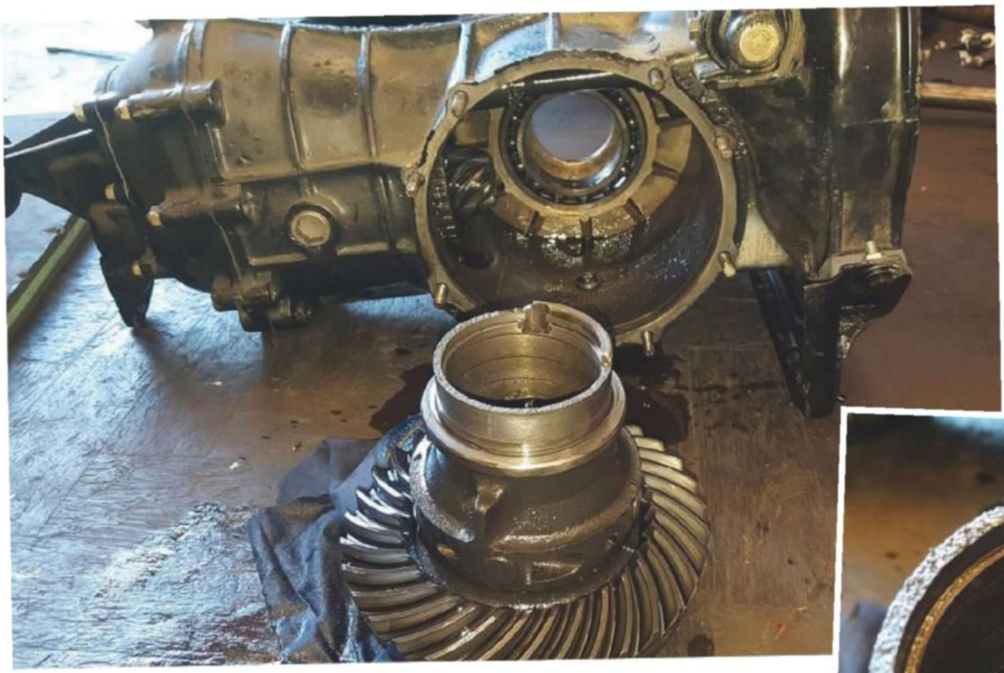
Face the music

Once back on British soil though, it was time to address the situation. I have spent an absolute fortune on the engine rebuild and upgrades, along with some wiring work and numerous essential other jobs. The thought that the whole lot would have to come back out to remove the gearbox and then all go back in again just didn't compute. The way I saw it was this – when I left the car with

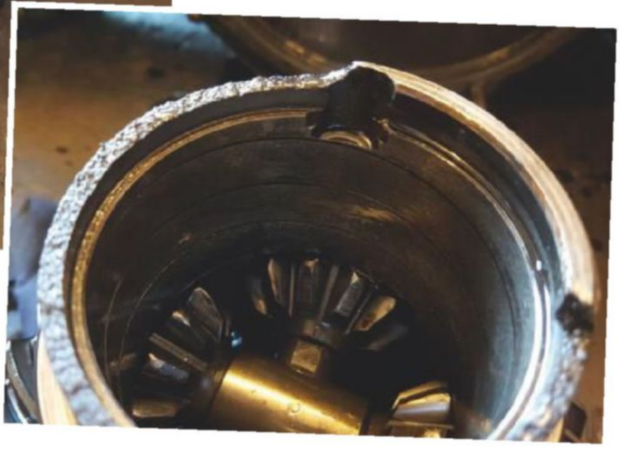
Just what I didn't need, the gearbox out of the car



Looking into where the axle locates. Hang on, that's not supposed to be like that!



After pulling the diff out, the problem was obvious…



The casting of the Super Diff had failed. Not good news

Pete Roberts at Funkenblitz all those years ago, the gearbox had about 400 miles on it after a full rebuild by Peter Englezos at Cogbox. Pete had put about 200 miles on the car with no mention of any weird noises or issues with the gearbox. I hadn't even sat in the car since the engine went in so, therefore, wasn't happy about stumping up more money to have the engine pulled out and re-fitted (again). I would have had a totally different point of view had I been behind the wheel when the gearbox let go, but I wasn't.

Having given the situation a lot of thought, I explained my thoughts to Pete. In my opinion it wasn't *my* problem, it was *ours*. I put forward a plan I felt was reasonable, under the circumstances, highlighting the fact I was not blaming anyone. As the old saying goes, shit happens, right? We agreed Pete would pull the engine and 'box, then re-fit it all once the 'box was repaired, and I'd pay for the labour on the gearbox rebuild and whatever parts were needed. Pete agreed, neither of us were really happy, but we had reached an agreement that we both felt was fair.

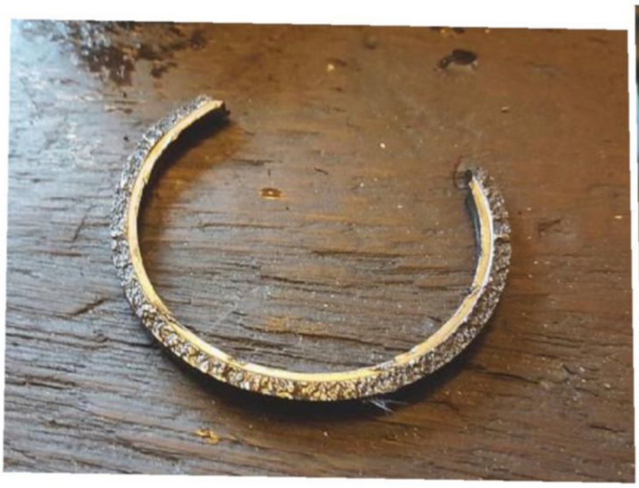
The problem now was Pete had to strip it all out (again), and he has got a lot of other people's cars and engines to sort out as well. This meant the car just sat there as it was for a while. Then, out of the blue, on Sunday May 17, I received the photos you see here.

> “in short, the Super Diff casing had shattered”

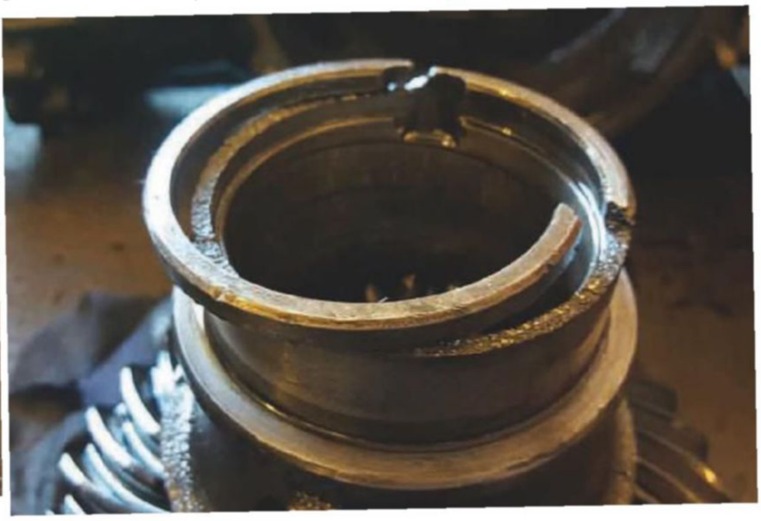
Pete had rounded up the troops in the form of Alex Taylor of Defcon 3, the VW workshop in Ringwood, Hants and long-term Cal Look VW nut, Andy Jewell. The three of them had blitzed the car and the 'box was finally out.

So what was wrong? Well, in short, the Super Diff casing had shattered. A section of it had come away and was floating about inside the gearbox. Hopefully, that will be the only damage, but we're not sure yet. To find out for definite, the 'box is currently with Pete Englezos and my fingers are well and truly crossed. Now this is where I want to share my thoughts. The part at fault will not be something I can claim any money back for, and that's the same story with the majority of performance parts. The Super Diff has caused me a nightmare, stopped me driving the car, going to important events and will cost a hell of a lot more to replace today than it cost to buy a number of years ago. It's a farce, but it's just the way it is.

Hopefully, my next update will be more positive. What I'd really like is to be able to say I am out and about driving my old '67. It's been a while. ■



This is the section of metal that had come away



Hopefully, there won't be any other damage inside the gearbox itself…

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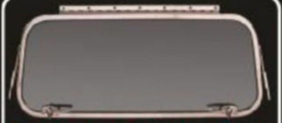

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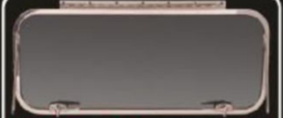

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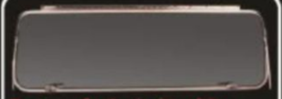

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DIY engine build part 4

Now comes the fun bit – putting your refurbed parts back together again

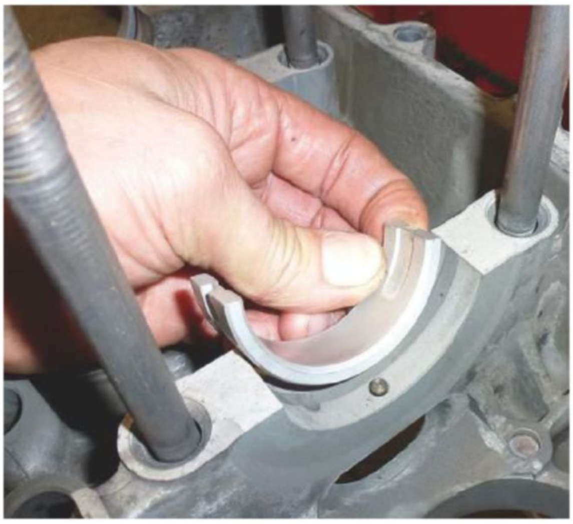
Words and photos Matt Keene

This month we start the assembly process and build the engine up to a short block – a term used to describe a complete bottom end engine, minus pistons, cylinders, cylinder heads and ancillaries. Now, there's a little analogy I like to use when building engines and it involves houses. When building a house, it is paramount the foundations are solid and well engineered, as building a house on a shaky foundation is a recipe for disaster. The same applies to engines. If the foundation isn't 100%, the rest of the engine will be compromised. This means no corners should be cut and any issues that arise must be addressed before continuing with the top end.

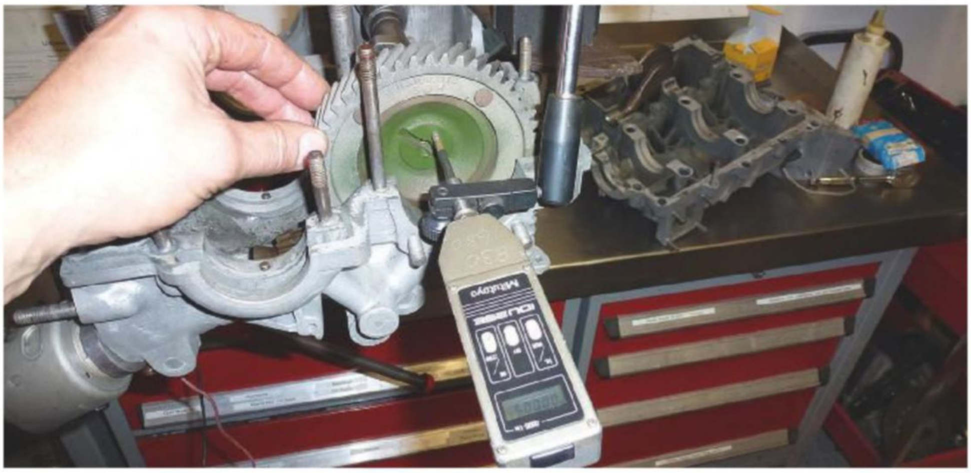
Well-built engines are all about trial fitting, checking individual components to see they rotate freely and then disassembling again to trial fit the next component to make sure it does not bind once torqued up in the crankcase.

Par for the course, I will start my trial assembly by fitting just the crankshaft and all of its bearing and torquing the assembly to the correct specification. Lightly oiled, the crank should rotate freely within the crankcase without any binding. Typically, any binding can be attributed to incorrect crank-to-bearing clearance, a warped crankcase or a poor align-boring job. If you find that the crank will not rotate freely with just the force of one finger, the source of binding should be investigated and addressed. A tight crankshaft will ruin the bearings the first time you fire the engine up, and your engine will suffer as a result.

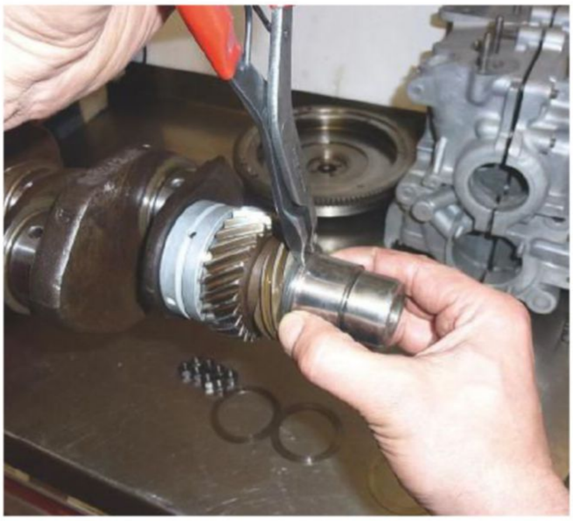
Next step would be to fit just the camshaft and its bearings. The camshaft thrust bearing is designed to be a machine fit. This means that out of the box it will be too tight on the camshaft and will need fettling on the thrust face. This is achieved with a surface plate, some 1500 wet 'n' dry and plenty of lubrication. The process requires time and dexterity, but the result should be smooth camshaft rotation with zero end float. It your cam has end float within the thrust bearing (or bearings if you are going double thrust), then you need to purchase another thrust bearing and repeat the process. Take this approach with all of your individual components and you'll be a happy camper! ■



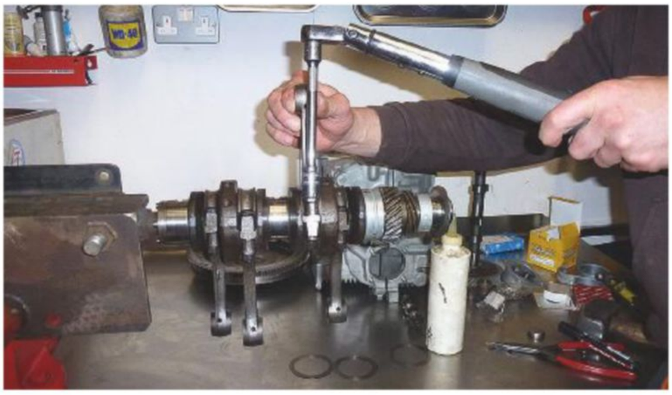
01 First job is to fit all of the crankcase bearing dowel pins, then fit the two-piece number two bearing to both crankcase halves. This is the only bearing you can check for clearance with Plastigauge between the journal and the bearing. The other three main bearings can only be checked for clearance by installing them in the crankcase, torquing it to spec and then measuring the bearings with a bore gauge. Subtract the crankshaft bearing journal diameter from the bearing bore measurement to achieve the required bearing clearance figures as follows: number one (flywheel end): 0.04-0.10mm; number two (two-piece bearing): 0.03-0.09mm; number three: 0.04-0.10mm and number four: 0.05-0.10mm



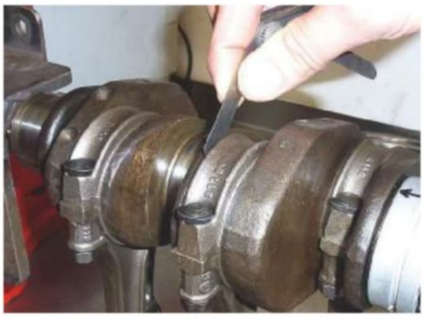
02 Setting the camshaft thrust bearing(s) is described in the introduction. This is a tricky job that often foxes some so-called professionals, so make sure you read the intro as it explains how to set them up correctly. In this picture the camshaft end float is being checked. It should be zero, yet the camshaft should rotate freely without any binding. It's a time consuming and dexterous job that mustn't be rushed. If you're unsure, you might want to leave this job to a pro engine builder



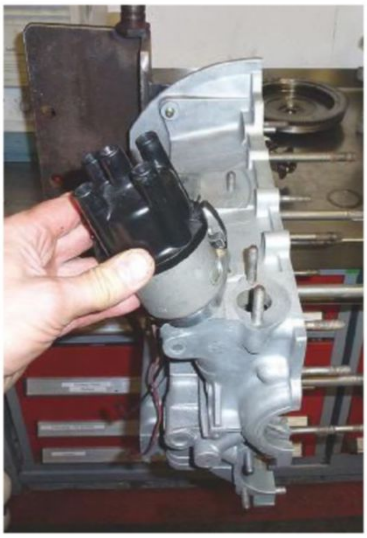
03 Naturally, every component must be spotlessly clean, prior to fitting. Lubricate the crankshaft bearing surfaces and the bearings themselves. Ensure the bearing dowel holes are correctly sited on the bearings so they mate properly with the crankcase (there is a right and a wrong way round for numbers one, three and four main bearings). Fit number three main bearing, followed by the Woodruff key, and then heat the camshaft drive gear to 150degC. Slide it fully home (wearing an oven glove!) ensuring the indexing dots are pointing outwards towards the pulley end of the crank and let it cool. Fit the spacer and then heat the brass distributor drive gear similarly and fit (either way round). Finally, fit the snap ring



04 Check the connecting rod bearing clearance by installing each rod with a product called Plastigauge and torquing to spec. Bearing clearance should be 0.02-0.07mm (0.0008-0.0027in). Once checked, lubricate the crankshaft journals and con rod bearings. Fit each rod to the crankshaft, ensuring the rectangular forging mark about half-way up the rod faces upwards. Torque to 32.5Nm (24ft.lbs) with a little Loctite on the threads

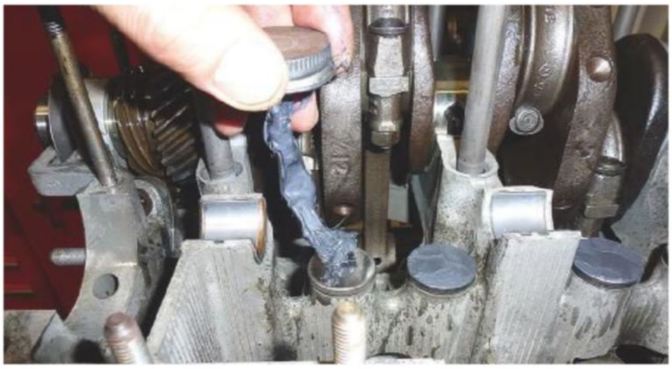


05 Once the connecting rods are torqued to spec, check connecting rod side clearance with feeler gauges. It should be within 0.10-0.40mm (0.004 - 0.016in)

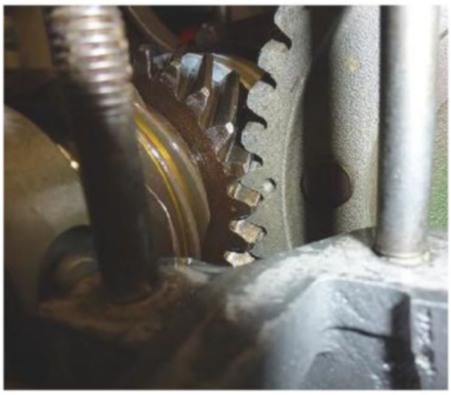


06 Lubricate and install the distributor drive gear and two shims. Fit your distributor and don't forget the little intermediate spring! Check there is a little end float on the distributor drive gear. If not, remove one shim and check again. Turn the distributor so that the cylinder number one and two ports on the distributor cap run parallel with the crankcase split. Turn the rotor arm to point directly at number one cylinder's firing pole on the distributor cap. The firing order is 1, 4, 3, 2. Ensure distributor is clamped so it can't turn

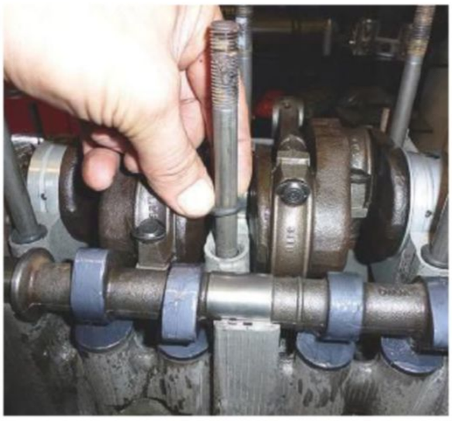
07 Time to install the crankshaft. Double check the rotor arm on the distributor is pointing to number one cylinder's firing pole on the dizzy cap. Grasp the crankshaft by holding it with number one connecting rod at top dead centre. Install crankshaft and ensure all bearing dowel pins are correctly located. This is a little tricky and requires a certain amount of 'feel'



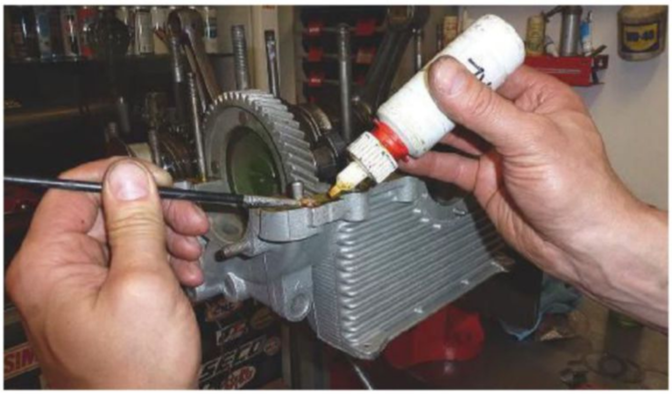
08 Lubricate the lifter bores in both crankcase halves. Lubricate the lifter shafts and insert them into their respective bores. Check they rotate freely, and then apply some Cam-shield (www.cam-shield.eu) to the lifter surfaces



09 Lubricate the camshaft bearing surfaces with oil and then coat the lobes with Cam-shield. Install the camshaft into the crankcase, ensuring the locating dot on the camshaft gear wheel locates between the two dots on the crankshaft gear



10 Now is a good time to fit the crankcase o-rings. Forget them at your peril, as oil leaks are sure to follow!



11 Apply sealant to both crankcase halves, all along both mating surfaces. Ensure the camshaft plug also receives the same sealant. Over the years I have found Wellseal to be the absolute best sealant for crankcase halves. It never fully dries, so you are not under time constraints to put the case together once you have applied the sealant

HOW TO

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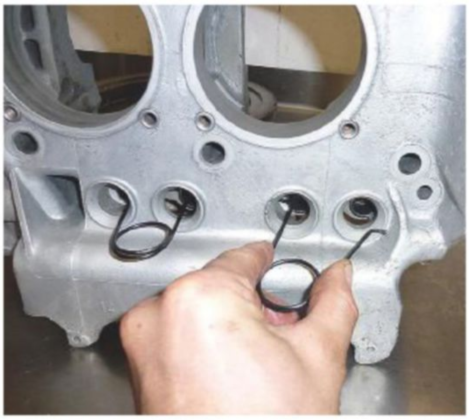
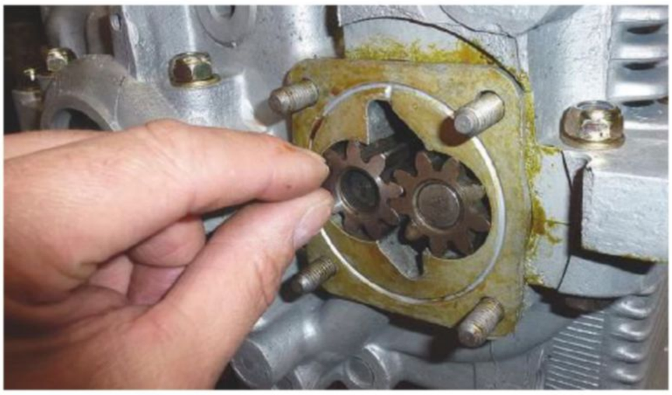
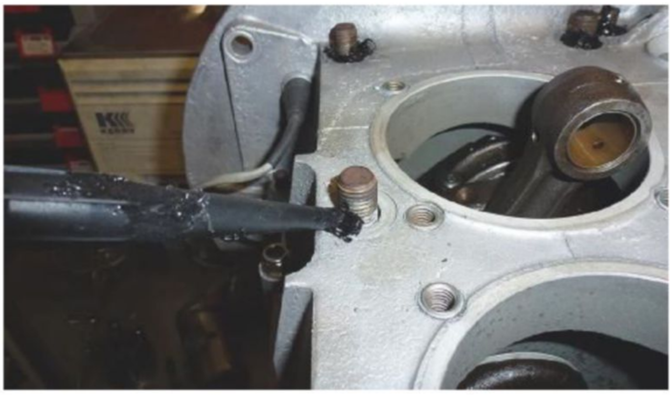
12 Now double check to ensure every component is present - it's not uncommon for beginners to miss a dowel pin, a bearing (or two!) or even the cam plug. When the case is bolted together you will not be able to remedy any such faults, so take your time here, okay?



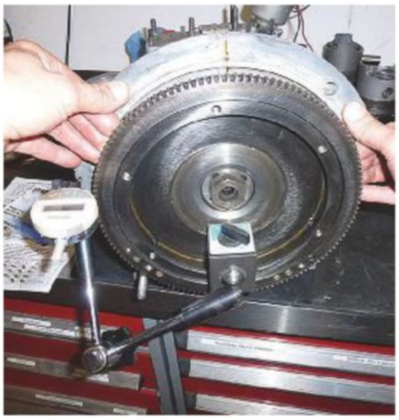
13 These excellent little tools for holding the lifters in place when assembling the crankcase halves are available cheaply from the likes of VW Heritage, Just Kampers and Cool Air. Buy some



14 Prior to torquing the two crankcase halves, fit your oil pump and relevant gasket and sealant. Once the case is torqued, you will have a grest deal of trouble fitting the pump



15 Although the o-rings within the crankcase should prevent oil leaks from creeping out of the crankcase studs, I like to be safe and put a little silicon sealant beneath the crankcase washers. Torque the main crankcase studs incrementally to 35Nm (25ft.lbs) and the smaller M8 nuts to 20Nm (14ft.lbs)



16 Setting crankshaft end float is best done before fitting the pistons and cylinders, as they will cause drag and make it difficult to obtain accurate readings tricky. Install two shims to the crankshaft and then fit the flywheel and torque to spec. Measure the end float using a dial gauge, then add a third shim to bring the end float to 0.07-0.13mm (0.003-0.005in)

17 Once the crankshaft end float is set, lubricate and fit the shims and then fit a new oil seal. Ensure it is tapped squarely home

18 Ensure the oil seal surface on the flywheel is scratch-free, fully polished and lubricated with oil. Fit a new o-ring to the flywheel, then lubricate the oil seal and fit the flywheel. Lock the flywheel using a locking tool (available from VW Heritage *et al*), and then torque to 350Nm (253ft.lbs) using medium Loctite on the gland nut threads. Re-check endfloat is the same as before. Investigate if not

19 Finally, apply medium Loctite to your cylinder head studs and fit them to your crankcase using moderate torque. And that is an assembled short block

Next month we continue the series by fitting the pistons, cylinder heads, pushrods and rockers

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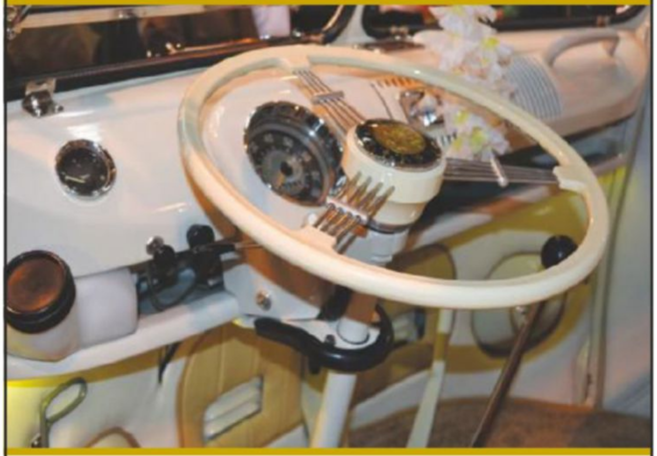

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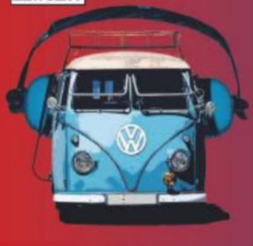
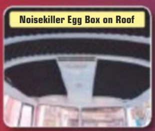


Noisekiller Barrier mat used on wheelarch
Noisekiller sound barrier used on rear bulkhead under rear seat

Noisekiller on Rear Load Space



Noisekiller Egg Box on Roof

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Noisekiller sound Barrier on floors
Noisekiller Barrier mat on front and rear wheel arches, transmission tunnel, & doors

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55 Oval
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72 Adventure Camper, 2 litre motor, rust free Arizona bus, original interior. Deluxe trim etc. New tyres. MOT
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74 Westfalia Camper, rust free from california, lowered, dropped spindles, Fuchs, 1800cc strong motor, original interior. Some dings and dents but very cool bus. Ready to go.
£11,995

74 crewcab
Very straight body, original paint, original interiors, eberspacher, runs and drives. Needs welding to lower edges
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69 Beetle
Good solid car, £1,500 model, front disc brakes MOT and ready to drive
£4,750

55 Oval
nice original one owner car, Rebuilt brakes, new crossplys, lovely oroginal interiors, motor runs very well. Ready to drive
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64 Race prepared beetle, Full drag race prep to high standard. Needs motor but otherwise a complete and totally rust free car.
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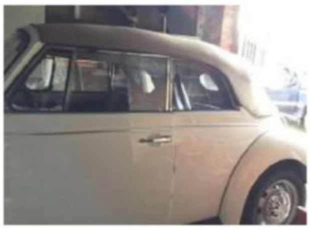
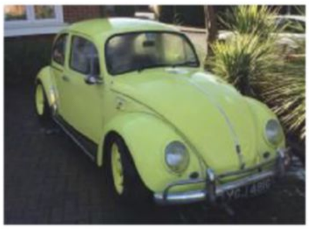
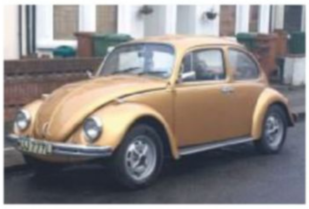
Beetles



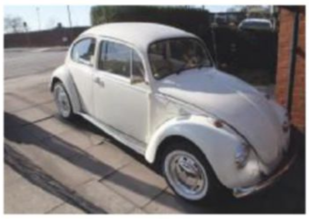
VW Karmann Cabriolet Beetle 1303LS
Recently restored cabriolet. All welding done plus respray. Brand new interior and carpets. Mechanical overhaul, new brakes and 5 new tyres. This is ready to be enjoyed this summer! Mileage: 60,000km, £8,500, Wales
Tel: 07738220390, irichardson@rydal-penrhos.com



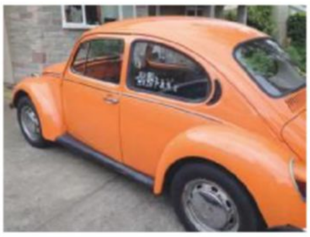
1969 VW Beetle Yellow
Selling my beloved 1969 VW Beetle. Requires a bit of TLC as not had the time to do it. MOT until April 2016 1.7 twin carb Yellow Lowered Full sound system Retro bucket seats Porsche alloy wheels. Mileage: 38k, £3200
Western England, Tel: 07912031563
ashley_14282@yahoo.co.uk



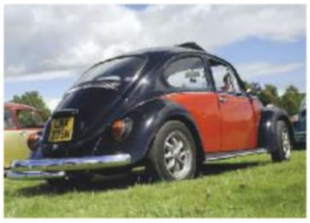
1972 Gold Bug-original mileage & second owner
Reluctant sale after 12 years, only second owner, tax exempt, resprayed in 2012, 1972 VW radio fitted, MOT due in August but no problems I am aware of as have had carburettor and work done on the engine this year so running as good as new. There are some small rust spots on the bonnet and one on at the bottom of the door and the drivers window winder cover needs replacing but other than that in good condition for age.Mileage: 90,230, £3,000 ono, London, Tel: 07799333294
rebecca.heron123@gmail.com



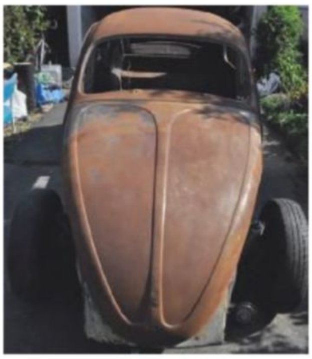
VW Beetle 1967 1300
1967 classic Beetle, White, Tax exempt, 12 months MOT, great condition, CD/MP3/ Aux with speakers. Very reluctant sale due to new addition to family! Great for any VW enthusiast! Mileage: 83877, Price: £3750 ovno, Midlands, Tel: 01782 924907, kjgibo@yahoo.co.uk



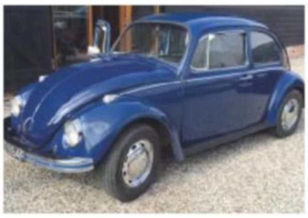
1974 1300 Beetle
I am the second owner. This is a RH drive 1300 beetle. No known structural rust. Was kept in storage for first 38 years. Has been wax oiled on first purchase. Very slight surface rust spots. All original panels and floor pans, cills etc. has had a replacement engine though.
Mileage: 55500, £2500, Winscombe , Somerset, Tel: 07811144967
Nsbentley@tiscali.co.uk



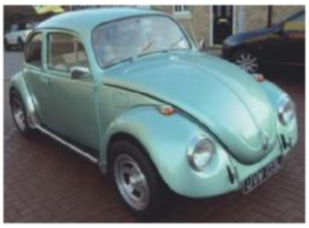
1974 Beetle
1.6 Engine (7 years ago), Tax Free, Garaged, Daily runner, Just Failed Mot (£400 welding needed and wings rusty) Matching interior, Sony stereo, empi wheels, mountney steering wheel. Mileage: 36,000,£2,500, Wales, Tel: 07817176061,
markroberts12@btinternet.com



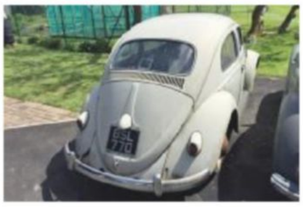
62 project beetle!
1962 LHD Swedish import, perfect project car, complete with panels and doors, surface rust with only small patches of deep rust. Please call for details and info. NTBS sensible offers welcome. Southern England, Tel: 07548996212
rcurrahphotography@yahoo.co.uk



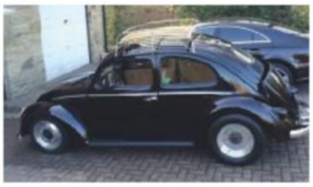
Looking for new home “BESSIE”
1968 VW Beetle Tax Exempt Selling my beloved Beetle due to expanding family. . . Unfortunately need to replace with ANOTHER bloody Range Rover!!! MOT until October. Beautiful bug. Great condition – see for yourself! Reluctant sale but my husband thinks I’m impractical if I keep her. Pah! Mileage: 49,000, £5,000 ovno, Southern England, Tel: 07889 099918
deborah.mcderment@yahoo.co.uk



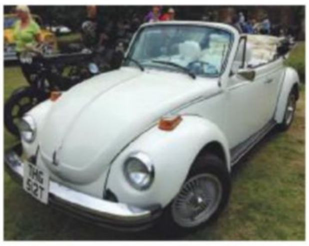
1972 VW Beetle 1300
1972 classic Beetle, Green, Tax exempt, 12 months MOT, great condition. Extremely reluctant sale due to new additions to the family! Great for any VW enthusiast! Mileage: 56270, £4250, Eastern England
Tel: 07917236370, dwatkins@camgtp.com



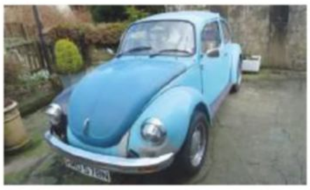
1958 Beetle Restoration Project.
First registered July 1958. Original UK import. Unfortunately I just don’t have the time to complete this project. Price: Reasonable offers. Southern England, Tel: 07790 021747
mike319@talktalk.net



‘56 OVAL WINDOW BEETLE
A very special Bug. 1956 Oval Window Beetle. 2.3ltr Performance Labs Engine, Offers Circa £17,500. Genuine reason for sale. Northern England, Tel : 07969 570728, neil@geneticsupplements.co.uk



Triple White Wonder
1979 Cali soft top LHD. This beauty was one of the last made in Germany for the U.S. market. Re-imported to UK with a professional restoration two years ago. Resale due to a change of job meaning a need to commute. If you want to turn heads every journey and smile as you drive then buy this gorgeous car.
Mileage: 98000, Price: £8950, Northern England, Tel: 07432568724
Diamondlilsunshine@gmail.com



1975 VW Beetle 1303
British registered, replaced bonnet and boot lid and driver-side wing. Extensive paper history, starts first time. Mileage: 94000, £1900
Southern Scotland, Tel: 07716784854
murph21@live.co.uk

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Stunning Rare VW Campervan - T2 Karmann Mobil
This VW Karmann Mobil is an extremely rare bus. Not only this but we have transformed the interior and it truly is a sight to be seen. The bus has been completely renovated by firstly stripped back to metal and re-sprayed. The entire interior including the timber frame has been re-built by hand by me. It has had a professional water-cooled Subaru 2.5ltr engine fitted. It has been fitted and registered as a 5 seat Campervan. All the seats have been professionally re-trimmed with Italian upholstery leather. All the electrics have been re-wired and features included are: alarm, Solar Panel, LED cupboard lighting, fridge, electric ignition hob, Truma hot water boiler and hot air blower. It has a power shower fitted and the toilet is electronic flush. There is a 3 burner electric hob and a sink with glass cover. It has a fitted Waeco fridge/ freezer. It has a new rear tension arm suspension fitted, it has 4 new shocks all round. Plus it has been fully undersealed and wax oiled. It also has a new leisure battery, tow bar with electrics (for a clip on bike rack). It has an LED outdoor awning light and fold out step. There is external TV aerial hook up, 12V connection to run 12V appliances outside, even an external gas connection at the side of the van to run external cookers. This is a real one off VW and has been seen at the rare bus show at Haynes Motor Museum and it always generates a crowd of people wherever it goes. Thanks for taking the time to read my ad. Mileage: 41,000
£45,000, Southern England, Tel: 07879 848322, Christowns@me.com

1967 Splitscreen Camper RHD
1967 RHD 13 window Split Screen walkthru camper with ragtop roof and sliding cargo door. Stock brakes, suspension etc. Bodywork and paint in good condition. A straight and solid bus. Underside recently treated to have Schultz protection reapplied and Waxoyl. Engine 1600 Reconditioned Green Air Cooled engine from The Engine Shop fitted July 2009 and services after 5000 miles in March 2013. Automatic fire extinguisher system fitted to engine bay. Electrics 12v electrics. Twin charge relay & leisure battery. Interior Recently refurbished headlining, door cards etc. Modern camper interior including full width Rock 'n Roll bed, gas stove unit with storage, flip up counter space and bottle opener(!), fold out table, Icey-Tek cool box with padded seat cover and gel packs. MOT April 2015. Mileage: 82,000,
£24,000 ono, Southern England, Tel: 01823 410366
chrisewan@gmail.com

1963 11 Window Non walkthrough Splitscreen Camper
Fully restored, LHD Imported from California and restored in the UK. the small amount of rust the vehicle had has been cut out and replaced. (the rust there was on the vehicle was due to perished window rubbers) the entire chassis has been cleaned down, rust inhibitor applied and coated in chassis black. £25,500.00, Norfolk, Tel: 07764 857 129
pr_harvey@msn.com

1964 Split Screen 4 Berth Camper
Excellent refurbished condition, new 1640 twinport,s/s quiet pack, cogbox gearbox, roof bed, 3/4 bed, sink, burner, grill, 240V hook up, awning, orginal unlowered ' devon style' 70's conversion, purple and cream,current owner 9 years. MOT June 2016. £28,750
Dorset, South West, Tel: 07989394902
leanne@mowlem.orangehome.co.uk

early bay 1971 kombi t2
60k miles original danbury conversion in l50k nebtune blue/white nut and bolt resto full respray inside and out stunning underside huge new parts list no expense spared email for more pics, Mileage: 60k, £16000
Bucks, Tel: 07825635933
avery384@btinternet.com

1964 splitscreen camper
LHD, Cal import, original walk through 1600 two port engine, mechanically original never lowered rear bench seat and table which converts to a bed area, MOT May 2016, really straight solid family van, Suffolk, £15500
Eastern England, Tel: 07769646848
benhollands111@btinternet.com

1966 VW Split Screen Campervan (LHD)
Type 2 Split Screen for sale, work done by previous owner to a high standard. Features and work done: Bare metal respray Replacement of all new rubbers/window seals with tinted film on all windows (except windscreen) New headlights,front bumper, back bumper, nose badge and various other sundries. Inside it's fully sound proofed under back seats with new laminate flooring and creative engineering "rock n roll" bed/seat. Replaced all the front seat covers/pads and new front seat belts and one in back. Pioneer stereo and great surround sound speaker system All new side panels replaced and also the headliner new Mechanical: Replaced new dual brake cylinder Recon gearbox Recon 1600cc engine Slave battery for power supply inside All new fridge, cooker, sink and pull down table and also awning that has never been used 12 months MOT, Mileage: 71501
£29999, Western England, Tel: 07771904003
gilesdgr@yahoo.co.uk

1965 Split Screen Campervan (RHD)
1965 VW Combi - Canterbury-Pitt conversion Stock 1500cc single port engine and running gear. Chassis professionally POR15 painted and Waxoyled. New brakes fitted in 2013. Double bed, cooker, lots of storage, new curtains Excellent condition and very reliable runner. Right-hand drive. MOT until May 2016 Located in Berkhamsted, Herts, Mileage: 41200, £22,500, London, fcmoran@hotmail.com

Westfalia Californian import, 1975
Imported 2007, LHD, rust-free chassis, original paint, kept in garage. 11 months MOT 2000cc reconditioned engine, new carb. Original interior, full width r&r bed, double bed in poptop. Extras include Khyam tent, awning, thermo mats for windows, windscreen and poptop, Mileage: 3350, £10,995, Surrey
Tel: 07775788798, mrmarkfleming@yahoo.com

www.volksworld.com

1971 VW Early Bay Camper (LHD)
House extension forces sale of my 1971 Westy. LHD. Imported from Texas in 2007 and restored to a high standard (by previous owner). MOT until July 2015. Runs very well (used weekly) and looks good. Pop top with bed in roof (not hammocks) and 3/4 R&R bed. So sleeps between 3-4. Mustard colour seat covers. Very good condition interior. Mileage: 79945, £11,995, Southern England
Tel : 07852798069,
chrisandmiche@hotmail.co.uk

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Tel: 02392267315, onionsmunn@tiscali.co.uk

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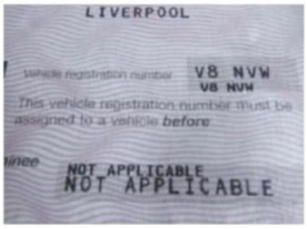

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Type 64 ‘Rekordwagen’

The unusual race car that forged the link between the Beetle and the Porsche 356, built to compete in a race that never was

Words
Richard Gunn

Mention Porsche now and everybody thinks of sports cars, even if any pub expert will then go on to assure you that 911s are merely Beetles with bigger engines. Yet back when the Beetle was being developed by Ferdinand Porsche in the 1930s, there were few thoughts about turning it into something racier. It was, after all, a cheap and cheerful car for the people.

Yet Porsche had always had an interest in performance, having been behind the Mercedes-Benz SS and SSK sports cars, as well as the Auto Union V16 ‘Silver Arrow’ grand prix racer. So once the mainstream Beetle project reached fruition, it was inevitable he should start daydreaming about ways of making the lethargic Bug go faster.

The scheme began mid-1938, when a 930-mile race was proposed between Berlin and Rome for September the following year. Because much of the German section would take in the new Autobahns – the very roads the Volkswagen air-cooled engine was designed for – something Beetle-based would be ideal. It would also be great publicity, too.

> “The Moomin-like body was a fresh effort”

So Porsche and his engineers knuckled down to create three ‘Rekordwagens’, financed indirectly by the German government. With the Beetle designated Type 60, these closely-related cars were given the project code Type 64. The underpinnings were pure Volkswagen – torsion bar suspension and a rear-mounted, air-cooled flat four – but the Moomin-like body was a fresh effort penned by Karl Fröhlich and Erwin Komenda following wind tunnel tests. To modern eyes, the lightweight aluminium-shelled streamliners are an intriguing halfway house between the Beetle (especially in side profile and from the rear, with the familiar curved oval rear ’screen) and the later, racier Porsche 356. The cabins were narrow and claustrophobic, while all four wheels were enclosed. They were very unusual in appearance, yet unmistakably Volkswagen-derived. Despite only having between 32 and 50bhp, the streamlining and featherweight construction allowed a theoretical top speed of 95mph, rather more than the VWs upon which they were based.

The first silver car was completed on August 19 1939. Two weeks later, Germany got into a fracas with much of the rest of the world, meaning the Berlin-Rome race was cancelled. Nevertheless, despite the Second World War kicking off, the second car, painted menacing black, was finished on December 20, while the third one (silver again) appeared on June 15, 1940. With no racing to do, car number one was given to Bodo Lafferentz, a member of the Volkswagen board and DAF national trade union. He promptly wrote it off. Car number two was used by the Porsche family until it too had a crash, in 1941, when another driver pulled out in front of it. This one, however, was repaired. The third Type 64 was Ferdinand Porsche’s personal vehicle, often used for commuting between Stuttgart, Berlin and the Volkswagen factory, with his driver, Josef Goldinger, in charge. Fitted with a 1131cc Kübelwagen engine, on one occasion the 125-mile trip from Berlin to Wolfsburg was polished off at an average speed of 83mph. A Beetle back then couldn’t even reach such velocity, let alone hold it.

Despite being known as the Berlin-Rome coupe(s), the race that gave the Type 64 its name never actually took place

At some point, this car’s body was transferred onto the accident-damaged first Type 64 chassis. So, by the end of the war, only two Rekordwagens survived. The second one was ‘liberated’ by invading US troops, who promptly cut the roof off and blew its engine. The Porsche family managed to hold onto car number three, and even stuck a Porsche badge on its nose – the first time this had ever been applied to a car. It received various modifications, and undoubtedly helped inspire the Porsche 356 of 1948. After that, it was sold to an Austrian enthusiast who finally did take it racing during the 1950s, thus fulfilling its original *raison d’être*.

More recently, Porsche recreated a Type 64 body to celebrate the opening of its new museum in Stuttgart in 2009. It now, fittingly, stands next door to an early Beetle, showcasing the metamorphosis between Volkswagen’s people’s car and Porsche’s sports car. ■

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